City of San Diego
PEDESTRIAN MASTER PLAN
Phase Four

KTU+A
Planning + Landscape Architecture

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Chapter 1. Introduction

Pedestrian Master Plan – Phase 4

The City of San Diego initiated the pedestrian planning process in 2006 with the development of the Phase I Pedestrian Master Plan Citywide Implementation Framework Report, which established the guidelines for planning and implementing new or enhanced pedestrian improvements Citywide. The Pedestrian Master Plan Phases 2 and 3 effort addressed the first seven communities in the City and this Phase 4 effort addresses the next seven communities.

The Pedestrian Master Plan will help the City enhance neighborhood quality and mobility options by developing pedestrian projects, prioritizing the pedestrian projects based on technical analysis and community input, and improving the City's ability to receive grant funding for implementing the projects. The public will benefit from this plan as improvements are implemented which create more walkable communities that have fewer barriers, provide connections between where people live, work, play, shop and learn, and provide community-wide health and wellness benefits.

Vision Statement:

"To create a safe, accessible, connected and walkable pedestrian environment that enhances neighborhood quality and promotes walking as a practical and attractive means of transportation in a cost-effective manner."

Specific Pedestrian Master Plan Objectives include:

- *To guide the implementation of pedestrian improvements in a consistent manner throughout the City;*
- *To identify high priority pedestrian routes for providing pedestrian improvements in each community planning area;*
- *To identify potential pedestrian improvements along high priority routes that focus on improving pedestrian safety, accessibility, connectivity and walkability in each community planning area; and*
- *To engage community members in the process of identifying and prioritizing potential pedestrian projects in each community planning area.*

Goals of the Pedestrian Master Plan

During the development of the Citywide Implementation Framework Report (Phase I), the City worked closely with a Project Working Group (PWG) to define the vision statement, goals and objectives of the Pedestrian Master Plan. Through this process, four main goals emerged:

- **Safety:** Create a safe pedestrian network free of barriers and tripping hazards that has sufficient street crossings, buffers pedestrians from vehicles and has facilities wide enough to accommodate peak pedestrian use.

- **Accessibility:** Make facilities accessible to pedestrians of all abilities and meet all local, state and federal requirements.

- **Connectivity:** Develop a complete pedestrian network that provides direct and convenient connections for neighborhoods, employment centers, transit stations, public places and community destinations.

- **Walkability:** Create pedestrian facilities that offer amenities to encourage usage and to enhance the pedestrian experience.

These goals are the foundation for identifying needs in the community, developing recommendations for improvements and developing a plan for improving mobility at intersections and along street segments City-wide. Three expected outcomes were developed to describe the results of implementing the four supporting goals described above:

- **Neighborhood Quality:** When walkable communities are provided, they enhance neighborhood quality by providing opportunities for social interaction, enhanced economic development and healthy lifestyles.

- **Alternative Transportation:** When walkable communities are provided, they support walking as a primary means of transportation, support transit and bike mobility options and can also improve the beginning and end of vehicular trips when the driver becomes a pedestrian.

- **Cost Effectiveness:** When funded equitably and appropriately, pedestrian improvements can combine public and private investments for the good of the public and can lower expenses related to vehicular and transit investments.

Pedestrian Priority Model

The Pedestrian Priority Model (PPM) was developed to determine areas within the City of San Diego most in need of evaluation for pedestrian improvements. It is also used to prioritize communities for the preparation of individual sections of the PMP and to help prioritize projects so as to provide the greatest benefit. The PPM identifies existing and potential pedestrian activity areas City-wide. The model utilizes existing data available City-wide as part of an extensive GIS database.

The model has three basic components, which include:

- Pedestrian Attractors
- Pedestrian Generators
- Pedestrian Detractors

When these three sub-models are combined, they create the Pedestrian Priority Model. Each sub-model identifies relevant characteristics of each particular area in geographic space and assigns a numeric value for each of these characteristics. The score per area is then added to create a ranking for that particular area in geographic space.

The Attractor, Generator and Detractor grid cell points were overlaid on top of each other to provide a total composite value for each cell. The composite value identifies the areas that have a higher pedestrian priority score. The score of each community is then normalized by dividing it by the community's acreage. This allows the comparison of communities based on a common denominator and identifies the communities with high densities of pedestrian priority. The final composition map prepared in Phase 2/3 of the Pedestrian Master Plan is provided in **Exhibit 1-1**.

The ranked communities have been grouped by sets of 10, as summarized in **Table 1-1** and illustrated in **Exhibit 1-2**. The data provided is based on the latest update of the Pedestrian Priority Model prepared in Phase 2/3 of the Pedestrian Master Plan.

This ranking was used as a guide to determine the order of plan development. The results of this map coincide with the higher pedestrian activity levels found in the traditional grid layout of the older communities, and with those communities having higher concentrations and mixtures of land use and higher number of pedestrian-involved crashes.

Exhibit 1-1
Final Pedestrian Priority Model Composition Map
(source: Alta Planning + Design, 2008)

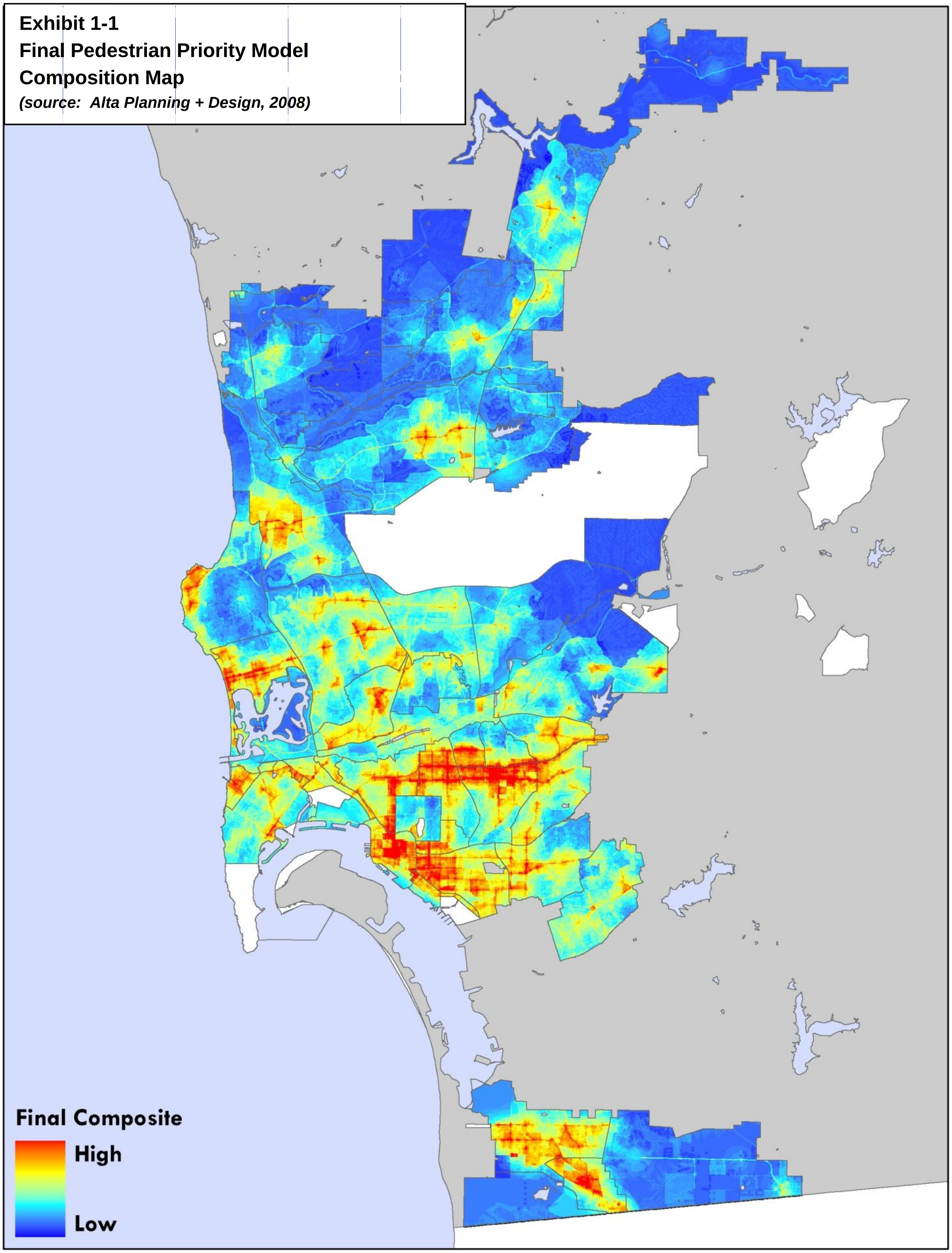


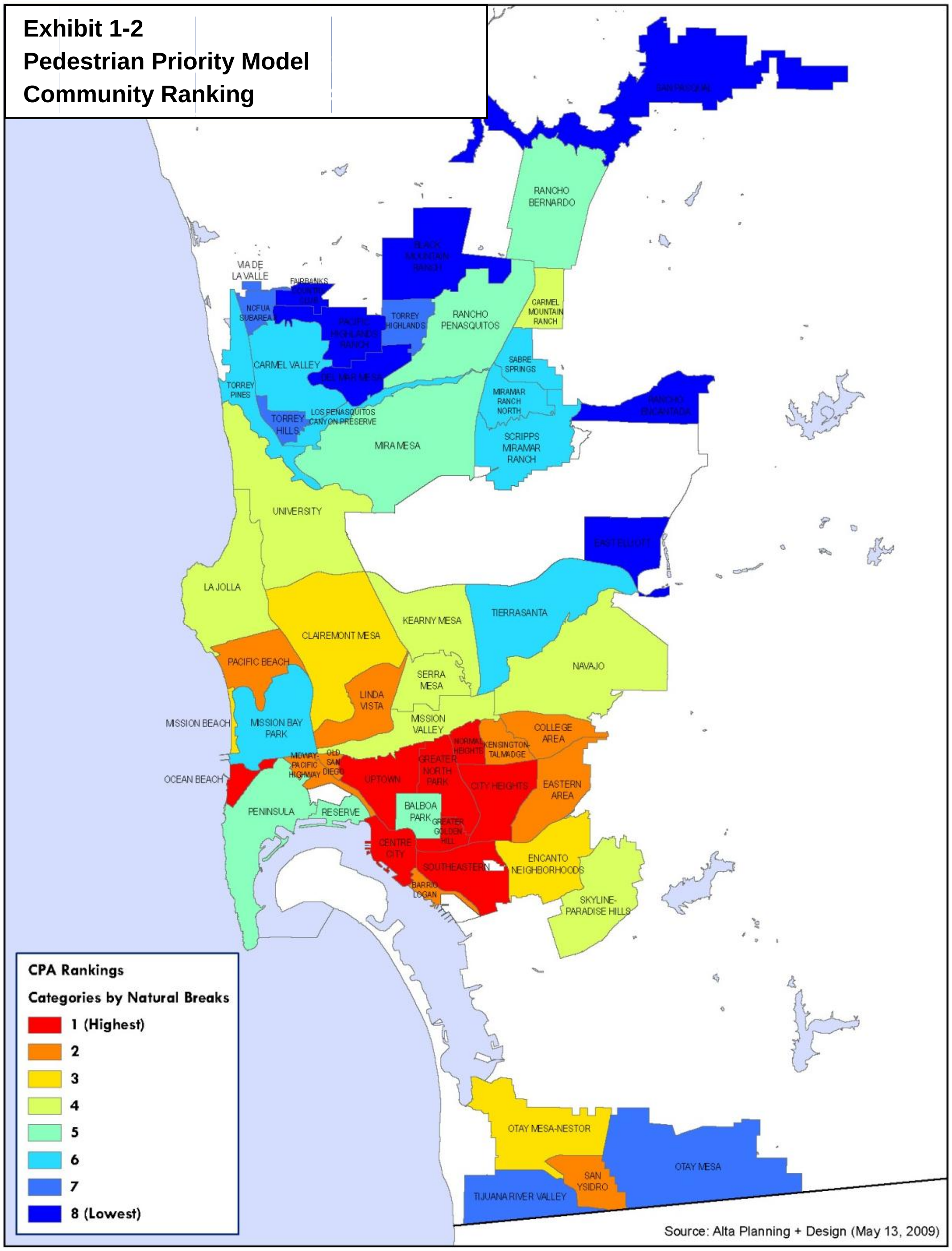
Table 1-1
Pedestrian Priority Model Community Ranking

New Rank	CPA Grouping	Community Planning Area	Average Points	Previous Rank
1	1	Centre City	230.0	1
2		Greater North Park	229.4	2
3		Mid-City: Normal Heights	226.6	6
4		Mid-City: City Heights	222.1	8
5		Southeastern San Diego	220.3	3
6		Uptown	218.1	5
7		Greater Golden Hill	212.3	4
8		Ocean Beach	209.7	12
9	2	San Ysidro	205.9	9
10		Pacific Beach	202.0	14
11		College Area	199.1	13
12		Midway-Pacific Highway	196.9	10
13		Barrio Logan	193.5	7
14		Mid-City: Kensington-Talmadge	191.4	15
15		Old San Diego	188.7	11
16		Linda Vista	187.9	19
17		Mid-City: Eastern Area	185.7	18
18	3	Mission Beach	179.8	17
19		Southeastern: Encanto Neighborhooods	171.2	16
20		Otay Mesa-Nestor	164.4	25
21		Clairemont Mesa	160.4	21
22	4	Serra Mesa	144.4	20
23		Mission Valley	140.6	22
24		Skyline-Paradise Hills	138.9	24
25		University	135.9	28
26		Carmel Mountain Ranch	132.8	31
27		La Jolla	132.2	27
28		Navajo	131.2	30
29		Kearny Mesa	127.7	29
30	5	Peninsula	122.6	23
31		Rancho Bernardo	114.6	41
32		Mira Mesa	113.6	32
33		Balboa Park	113.5	26
34		Reserve	112.7	36
35		Rancho Penasquitos	111.9	34
36	6	Tierrasanta	98.6	35
37		Scripps Miramar Ranch	94.3	33
38		Mission Bay Park	94.2	38
39		Carmel Valley	93.9	43
40		Torrey Pines	91.5	39
41		Sabre Springs	83.4	44
42		Miramar Ranch North	82.8	37
43		Los Penasquitos Canyon Preserve	82.3	42
44	7	Torrey Highlands	73.4	49
45		Tijuana River Valley	73.1	46
46		Via de la Valle	71.1	40
47		Torrey Hills (Sorrento Hills)	67.5	50
48		Otay Mesa	60.3	45
49		NCFUA Subarea II	57.8	48

New Rank	CPA Grouping	Community Planning Area	Average Points	Previous Rank
50	8	Pacific Highlands Ranch	44.9	47
51		San Pasqual	39.0	57
52		Black Mountain Ranch	38.9	51
53		Fairbanks Country Club	38.9	56
54		East Elliott	38.9	54
55		Del Mar Mesa	37.6	53
56		Rancho Encantada	37.6	55

Source: Alta Planning+Design, May 2009

Exhibit 1-2
Pedestrian Priority Model
Community Ranking



Source: Alta Planning + Design (May 13, 2009)

Phase Four Communities

A total of seven communities are included in this Phase 4 Master Planning effort:

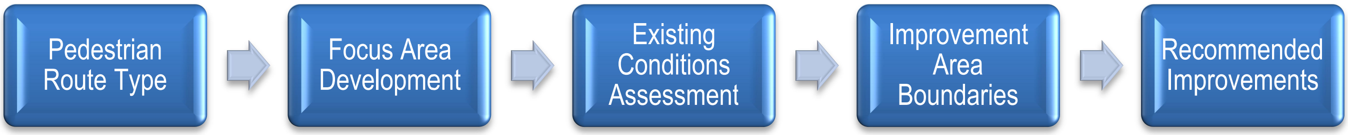
- College Area
- Kensington-Talmadge
- Ocean Beach
- Old Town
- Midway-Pacific Highway
- Pacific Beach
- San Ysidro

For each of these seven communities, a focused pedestrian plan has been developed that identifies community pedestrian infrastructure needs and recommendations.

Chapter 2. Methodology

Pedestrian Master Plan – Phase 4

Development of the Pedestrian Master Plan required a series of steps from data collection to GIS mapping and from field investigation to community input. This section of the Plan outlines the steps taken to develop the Plan for each of the Phase 4 communities.



Pedestrian Route Type Development

All walkways in the City of San Diego fit into one of seven categories:

- **District:** A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.
- **Corridor:** A corridor sidewalk is associated with major arterials and linear corridors that provide for mixed uses with at least a moderate level of density.
- **Connector**: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.
- **Neighborhood:** A neighborhood sidewalk is limited to areas of lower density and single use residential areas.
- **Ancillary Facilities:** A variety of special use facilities that do not fit the above definitions can be classified as ancillary. These are often away from street edges.
- **Path:** A path is a linear hard surface that is not connected to the edge of a street.
- **Trail:** A trail is unpaved and is not a focus of the Pedestrian Master Plan.

Phase I of the Pedestrian Master Plan went into great detail in developing the characteristics of each route type. Using these characteristics, all of the pedestrian routes in each of the seven Phase 4 communities were classified into one of the seven above listed Route Types. Although Route Types were initially developed using the Pedestrian Model, refinements were made based on field review of existing conditions, knowledge of existing land uses and other factors. Route types for each of the communities can be found in the community's section found later in this plan.

Focus Area Development

Although there are numerous pedestrian routes throughout each community, not all corridors meet the minimum criteria for inclusion in the Pedestrian Master Plan. Focus areas narrow down the corridors within each community that meet these minimum criteria. Those corridors that fall outside the Focus Area should be addressed through other City planning processes. In most cases, streets that are not within the Focus Area are typically low density residential streets, streets within industrial areas, or areas with a low demand for pedestrian activity.

The methodology incorporates two basic steps for creating Focus Areas that are then reviewed for potential pedestrian improvements in subsequent stages of the planning process. The two steps – Ranking Locations and Selecting Focus Areas – are described below:

1. **Ranking Locations:** The first step in the process uses five factors – Pedestrian Generators and Pedestrian Attractors (Pedestrian Demand), Pedestrian Detractors, Route Type, and Proximity to Public Facilities – to calculate a priority score for all roadway segments within each of the communities associated with the PMP phase in progress. Point values associated with each of the five factors are summed to provide an overall priority score for roadway segments in the relevant communities.

2. **Selecting Focus Areas:** The mean and standard deviation of the roadway segment priority score is calculated for each of the communities associated with the PMP phase in progress. The mean and standard deviation of the roadway segment priority score is expected to vary between the individual communities. Two tiers of priority are established using the mean Standard Deviation for Phase 4:

    - Tier 1 priority includes roadway segments with priority scores greater than one Standard Deviation above the Mean.
    - Tier 2 priority includes roadway segments with priority scores falling within one Standard Deviation above the Mean.

Tier 1 roadway segments formed the priority Focus Areas that were further examined via field review to identify potential pedestrian projects. Short Tier 2 segments that fall between Tier 1 segments were included in the field work.

The methodology used in Phase 4 slightly varies from that used in Phases 2 and 3. Unlike Phases 2 and 3, the communities in Phase 4 have a high variance in the levels of pedestrian activity and street patterns. As such, the application of a blanket Mean and Standard Deviation to all communities (mimicking Phase 2 and 3 methodologies) resulted in high amounts of Focus Areas in some communities, and little to no Focus Areas in other communities. Consequently, Phase 4 Focus Areas were developed by comparing a community to itself, calculating a Mean Priority Score and Standard Deviation unique to that community. This resulted in a more even distribution of Focus Area across communities.

Another issue with utilizing the Phase 2 and 3 methodology within the Phase 4 communities was a lack of connectivity in the Focus Area Tiers. By developing Focus Areas in each community individually, the Tiers had better uniformity and connected line segments, followed land use patterns, and confirmed field observations made by team members.

The proximity analysis used in Phase 4 utilized the existing road network to determine proximity to each attractor and detractor rather than concentric buffers that were used in all the previous phases. Using the road network provides accurate delineation of the actual paths of travel pedestrian would use within the given parameters.

Ranking Locations

Tables 1 and 2 summarize the factors included in the Ranking Locations process and the associated points assigned to each factor. The following discussion summarizes the rationale for including each of the factors in the Ranking Locations process and their respective point systems.

1. Pedestrian Demand Model (Attractors + Generators)

A GIS raster-based Pedestrian Demand Model was developed by summing the Attractor Model raster and the Generator Model raster values. Pedestrian Demand Model values were classified into four categories and assigned points based upon their relative pedestrian demand ranking (very high = 4, high = 3, medium = 2, and low = 1). All community roadways were then intersected with the Pedestrian Demand Model raster, resulting in all roadway segments having a pedestrian demand point value. Figure 1 shows the resulting pedestrian demand point values for roadway segments in Old Town.

2. Pedestrian Detractor Model

The GIS raster-based Pedestrian Detractor Model values are classified into five categories and locations are assigned points based upon relative pedestrian detractor ranking (very high = 5, high = 4, medium = 3, low = 2, very low = 1). All community roadways are then intersected with the Pedestrian Detractor Model raster, resulting in roadway segments being assigned a pedestrian detractor point value. Figure 2 shows a map of the pedestrian detractor point values for roadway segments in Old Town.

3. Route Types

Route Types were assigned point values with District Routes ranking highest and Neighborhood Routes ranking lowest. (District = 4, Corridor = 3, Connector = 2, Neighborhood = 1). Figure 3 shows route type rankings for roadway segments in Old Town.

4. Public Facilities

Proximity of a roadway segment to schools, parks, and libraries was used to assign priority point values. Three classes of proximity and point values were developed: roadways within one-eighth of mile were assigned a point value of 2, within one-eighth to one-quarter mile received a point value of 1, and greater than one-quarter mile received a point value of 0. Figure 4 shows public facility rankings for roadway segments in Old Town.

The priority point values associated with each of the factors were then summed, resulting in every roadway segment having a priority score ranging from 1 to 14. Priority points are summarized in **Table 2-1.**

Table 2-1: Factors and Point System used in Ranking Locations

Factors	Points	Basis for Points
Pedestrian Demand Model	1 to 4	Identifies locations with relatively high pedestrian demand potential
Pedestrian Detractor Model	1 to 5	Identifies locations with relatively low pedestrian quality
Route Types	1 to 4	Identifies relative importance of facility as a pedestrian route
Public Facilities	0 to 2	Identifies locations in close proximity to public facilities (parks, schools, and libraries)

Factors	Points by Category
Pedestrian Demand Model	
Very High	4
High	3
Moderate	2
Low	1
Pedestrian Detractor Model	
Very High	5
High	4
Moderate	3
Low	2
Very Low	1
Route Type	
District	4
Corridor	3
Connector	2
Neighborhood	1
Proximity to Schools, Parks, and Libraries	
< 1/8 Mile	2
1/8 – 1/4 Mile	1
> 1/4 Mile	0

Selecting Focus Areas

After calculating the priority score for all roadway segments, the Mean and Standard Deviation priority score was calculated for each community. A roadway segment who's priority score was determined to be greater than one Standard Deviation above the Mean priority score was included in the Tier 1 Priority Focus Areas. To be considered a Tier 2 Priority Focus Area, a roadway segment must have a priority score within one Standard Deviation above the mean priority score.

Although physically connected, Tier 1 Focus Areas may still have been segmented because of the priority scores from the original pedestrian model inputs. To connect the Tier 1 segments, a 100-foot buffer was created to capture Tier 2 segments that fall adjacent to Tier 1 segments. This creates focused geographic areas to be surveyed for improvements and pedestrian related projects. Refinement of the Focus Area was determined by team members on an as-needed basis.

Table 2-2 provides a summary of Focus Areas for all seven of the Phase 4 communities.

Table 2-2 Focus Area Summary

Community	Total Mileage of Community Roadways	Roadway Segment above one Standard Deviation		Roadway Segment within one Standard Deviation	
		Mileage	% of Total	Mileage	% of Total
College Area	48.2	10.4	3.9%	6.8	2.6%
Kensington-Talmadge	35.0	6.9	2.6%	7.3	2.7%
Midway-Pacific Highway	25.2	11.0	4.2%	8.0	3.0%
Ocean Beach	23.6	7.0	2.6%	5.6	2.1%
Old Town	7.9	3.3	1.2%	2.0	0.7%
Pacific Beach	89.4	22.6	8.5%	15.2	5.7%
San Ysidro	35.2	10.9	4.1%	6.0	2.3%
TOTAL	**264.4**	**72.0**	**27.2%**	**50.8**	**19.2%**

Existing Conditions Assessment

Once the Focus Areas were defined, an investigation of existing conditions was conducted to determine specific needs in each of the communities. Existing conditions data was collected from numerous sources:

- SANDAG Sidewalk Inventory
- City of San Diego Curb Ramp Inventory
- City of San Diego Accident Data (2009 – 2011)
- City of San Diego Existing Street Light Inventory
- Community Groups and Community Plan Update Public Input
- Community Walk Audits (received via email and internet)
- Project Team Walk Audits

Existing conditions maps were developed that identified locations where improvements to the walking environment would be beneficial to the community. Improvement Area boundaries were defined for each of the Phase 4 communities and are provided in the community sections found later in this document. Improvement areas are classified as Intersection Improvements, Corridor Improvements or Corridor Mobility Studies. The Pedestrian Master Plan aims to identify areas that would benefit from pedestrian related improvements. However, the Plan is not intended to fully vet the potential issues that may arise as a result of the recommendations identified in this plan. In nearly all cases, further design, analysis or environmental review will be necessary before improvements can be implemented.

Improvement Area Refinements

Once the Improvement Areas were defined, an investigation of potential improvements was conducted to determine what changes could be made to improve the walking conditions in one or more of the following areas:

- **Safety:** Create a safe pedestrian network free of barriers and tripping hazards, that has sufficient street crossings, buffer pedestrians from vehicles and has facilities wide enough to accommodate peak pedestrian use.

- **Accessibility:** Make facilities accessible to pedestrians of all abilities and meet all local, state and federal requirements.

- **Connectivity:** Develop a complete pedestrian network that provides direct and convenient connections for neighborhoods, employment centers, transit stations, public places and community destinations.

- **Walkability:** Create pedestrian facilities that offer amenities to encourage usage and to enhance the pedestrian experience.

The process for identifying Improvement Areas was multi-step and involved not only physical review of the existing conditions, but also input from the community, review of accident history and research of on-going planning efforts within these planning areas. A detailed summary of the community outreach conducted for this project is provided in the Appendix to this report.

A potential repair or improvement to a pedestrian facility did not necessarily qualify to become an improvement area in this plan. An improvement recommendation was defined as new construction or a major retrofit that would likely require the development of design and engineering plans, a permit or other ministerial or discretionary review, and would likely be built by a contractor or substantial city work forces. An Improvement Area, as discussed in this chapter, is a grouping of intersection or roadway segment improvements that generally would cost more than $25,000 to implement. Wherever possible, groupings of improvements were considered in order to obtain magnitude of cost savings.

Between 10 and 14 Improvement Areas were defined for each of the seven Phase 4 communities. For each Improvement Area several recommendations, including cost estimates, are provided along with a conceptual sketch of the recommendations. The Improvement Area details are provided in community sections later in this plan.

The City of San Diego was beginning the process of updating the comprehensive pedestrian crossing policy at the time this document was prepared. The policy will be used to assess the implementation of all new marked crosswalks and/or enhanced crosswalks City-wide. This plan includes several recommendations to evaluate the feasibility of implementing new marked crosswalks and/or enhanced crosswalks across all Phase 4 communities. As part of the feasibility assessment, all potential marked crosswalk locations shall be evaluated based on the updated city policy.

Enhanced marked crosswalks improve the visibility of crossings and pedestrians beyond the typical signage and striping on the pavement. Several additional features such as flashing beacons, in-pavement flashers, Hawk signals and overhead signage, curb extensions and median refuges could be added to a marked crosswalk to meet the goal of providing an enhanced marked crosswalk. The Pedestrian Master Plan includes recommendations to assess the feasibility of implementing enhanced marked crosswalks. A detailed assessment of the sites should be conducted to determine the features most appropriate for each location. This assessment should be based on the updated city policy.

Ranking and Prioritization

Following the development of recommendations by the community, each of the Improvement Areas received a priority score based on safety, accessibility, walkability and connectivity. Factors considered in ranking the projects included the following:

- Projects in areas of high pedestrian use that provide improvements for safety, access, connectivity and walkability issues, that also increase walking as an alternative transportation mode, should receive the highest scoring.

- Streets where collision data indicate potential safety concerns received the highest score for safety improvements.

- Projects that improve safety and connectivity to schools and other public facilities such as community centers, libraries and recreation centers, especially those attracting a high concentration of seniors, should be considered to be the second highest priority for pedestrian improvements.

- Walkways and crosswalks that are on wide, high speed, high traffic volume streets should take priority over residential and local collector streets with lower speeds and volume.
- Projects that modify a completely non-accessible route with fully accessible pedestrian routes in areas identified by this Master Plan as having high pedestrian activity (or by the most recent version of the ADA transition plan) will be given the highest score for accessibility improvements.
- Other pedestrian improvements that enhance accessibility along lower use pedestrian routes that already have some level of access will be given the next highest level of accessibility priority.
- Projects that increase connectivity around “smart growth” mixed use projects that will generate significant levels of pedestrian activity but are in need of off-site connections, should receive the highest connectivity scoring.
- Projects that remove barriers, close gaps or increase connectivity with other high pedestrian uses, should receive the second highest connectivity scoring.
- Projects that improve overall site amenities, protection from adjacent environmental conditions and improve clarity, comfort and interest for walking should receive the highest scoring for walkability.
- Projects that support greater interaction amongst the public should be given the second highest priority for walkability.

Based on these principles, ranking criteria were developed for the Phase 4 communities. The ranking criteria assigned points per category with the maximum number of points assigned to Safety. A maximum of 26 points could be assigned to any Improvement Area. Depending upon the Pedestrian Priority Model score the total number of points would be multiplied by a factor of 1 to 3 to reflect the potential for pedestrian activity and/or the overall benefit to pedestrian activity within approximately ¼ mile of the limits of the recommended improvements.

Table 2-3: Improvement Area Prioritization Scores

WEIGHTING SCORE - To be multiplied by the total score for items #2-5	**Multi-plier**
1. Pedestrian Use Levels (existing or potential) ***In the Pedestrian Priority Model, the area's pedestrian priority rating is:***	
Very High (50-75 points using the average GIS Mapping Score within 1/4 mile)	**3**
High (25-49 points using the average GIS Mapping Score within 1/4 mile)	**2**
Moderate (10-24 points using the average GIS Mapping Score within 1/4 mile)	**1.5**
Low (1-9 points using the average GIS Mapping Score within 1/4 mile)	**1**
2. Safety Score ***What are the current pedestrian safety issues that this project will address?***	
Assign points as follows (select only one): **10 pts:** Pedestrian fatality, or =10 pedestrian accidents/mile in corridor, or =5 accidents at a single intersection[1] **8 pts:** =5 pedestrian accidents/mile in a corridor, or =3 accidents at a single intersection[1] **5 pts:** A pedestrian accident was reported within Improvement Area[1] **2 pts:** A safety concern was expressed by community or identified in visual inspection	**MAX: 10**
3. Accessibility Score ***What issues of accessibility will be addressed by this project?***	
Assign points as follows (select all that apply, up to a max. of 8 points): **2 pts:** Completes missing segment of sidewalk **2 pts:** Eliminates obstacles in pedestrian pathway (directly or through pathway widening) **2 pts:** Adds curb ramp at crosswalk (marked or unmarked) **2 pts:** Installs accessible push-button and audible signal (1 pt without audible signal) **1 pt:** Replaces non-compliant curb ramp or driveway with ADA-compliant curb ramp or driveway	**MAX: 8**
4. Connectivity Score ***How will this project improve connectivity and what will it help connect to?***	
Assign points as follows (select all that apply, up to a max. of 5 points): **2 pts each attractor:** Improves connectivity to **regional attractors** (trolley station, university, beach or other regional recreation facility) **1 pt each attractor:** Improves connectivity to **local attractors** (school, park or other public facility, bus stop, business area)	**MAX: 5**
5. Walkability Score ***How will this project improve walkability?***	
Assign points as follows for making physical changes to improve pedestrian comfort, movement, and safety (select all that apply, up to a max. of 3 points): **2 pts:** Prevents or controls vehicle movement across pedestrian path (such as a stop sign) **1 pt:** Increases buffer between pedestrians and vehicles **1 pt:** Improves ease and comfort for street crossing **1 pt:** Creates more space or light in streetscape for pedestrian activity	**MAX: 3**

Community Input Process

Community input was the foundation for developing Improvement Area boundaries and developing recommendations. Although not all public comments could be accommodated through this process, most community concerns are addressed in this document. The Community Input Process occurred over several months and involved numerous involvement opportunities and avenues:

- **Project Website Survey:** An online survey was posted on the project website where participants could enter information regarding key areas of concern, recommendations and other comments. The survey also asked questions about walking routes, frequency of walking trips and purpose of walking trips in order to gain an understanding of the community responding to this survey.

- **Project Website Information:** Material from workshops, meetings and activities was posted on the City's website. Interested parties could download material and review as the project progressed from Focus Areas to Improvement Area recommendations.

- **Community Group Presentations:** Presentations were made by the project team to all seven community planning groups both at the project initiation as well as project wrap up.

- **Open House Meetings:** Two Open House meetings were conducted in December 2012 where the recommendations for six of the seven communities (San Ysidro excluded) were available for review. Participants could pick up a Fast Fact sheet for each community, which included a summary of the recommendations for that community. Participants also provided feedback to the project team by completing a survey. Surveys were also provided on-line following the Open House meetings.

- **Special Presentations to Planning Groups**: Due to special circumstances, two additional community presentations were conducted. The recommendations of the San Ysidro Plan were presented to the community at the Community Plan Update meeting where over 100 participants listened to a short presentation on the recommendations. A presentation was also made to the Pacific Beach Planning Group, which focused on responding to the Planning Group Subcommittees recommended modifications to the Draft Improvement Area recommendations.

In addition to the formal meetings and presentations listed above, the project team received numerous emails and phone calls pertaining to the project.

As stated previously, not all community comments are addressed in the Pedestrian Master Plan. Many requests by the community were more appropriately addressed by other departments within the City of San Diego. Street Division addresses street and street lighting maintenance issues. Participants at the Open House meetings were provided the opportunity to log-on to the City's website and submit specific requests to the Street Division as appropriate. Similarly, Transportation Engineering Operations Division evaluates needs for crosswalks and traffic signals, as well as signal timing issues. Traffic engineering concerns raised by participants that were not addressed by the Pedestrian Master Plan Phase 4 project were forwarded to this division for review as appropriate. City staff was on-hand at all community meetings to help determine the appropriate course of action for participants whose concerns either fell outside the Focus Area of the Pedestrian Master Plan or would be better addressed through a different department.

Following the completion of this document, the City will present to the communities the ranking of Improvement Areas during regularly scheduled Community Planning Group Meetings. The intent of the presentations to the Community Planning Groups is to receive input on the rankings and document any comments received during the presentation. The comments received and associated responses will be summarized in a technical memorandum and will be provided as an attachment to the final Pedestrian Master Plan Phase 4 document.

College Area Pedestrian Plan

Pedestrian Master Plan – Phase 4

College Area Description

The College Area Community is located in the central part of the City of San Diego, along the southern rim of Mission Valley and approximately eight miles northeast of the downtown area. It is a residential community, which is also home to San Diego State University. The San Diego Trolley passes through the community with two stations: one on campus at SDSU and one opposite Alvarado Hospital on Alvarado Road.

The College Area community is developed predominantly with single-family houses in subdivision patterns reflective of the hills and canyons within the community. When entering the community from the north or west, the streets rise sharply. Commercial development in the community tends to be oriented to the automobile, with parking lots fronting the street and driveways that interrupt sidewalks.

El Cajon Boulevard is a historic commercial district through the College Area community. Fairmount Avenue and Montezuma Road are characterized by canyon walls with native vegetation on both sides of the street. Collwood Boulevard also runs through a canyon with steep hillsides.

Almost all of the neighborhood streets have mature trees planted either in the public right-of-way or on private property adjacent to the sidewalks. Montezuma Road, west of College Avenue, has tall mature palm trees planted along the right-of-way.

Community Outreach

The project was presented to the College Area Community Planning Group in September 2012. At that time, the Focus Area was presented and community members were encouraged to complete Walk Audits and the Online Survey.

A total of 18 surveys were completed online for the College area community. Survey respondents indicated that they mostly walk for recreation or exercise, with fewer than half walking for shopping or errands. Their key concerns were **missing sidewalks**, **wide streets that are difficult to cross**, and **insufficient lighting**. They pointed out issues with walking along and crossing **Montezuma** and **El Cajon Boulevard**, and expressed **safety concerns about crime**.

College Area residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. The survey feedback collected was specific to each community. Open House participants returned a total of 41 survey forms, including 17 for the College community.

Open House surveys for the College Area Community indicated that over half the respondents (9 people) were satisfied with the identified Improvement Areas and the recommended improvements. Respondents made several suggestions for improvements including extending the Improvement Area for Montezuma west to Fairmount. Montezuma Road was mentioned most frequently as a priority, including improvements at the intersection with College and Safe Routes to School improvements around Hardy Elementary School. El Cajon was also a priority for these respondents, with support for further study along this corridor.

Inventory of Missing Sidewalks and Curb Ramps

The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG and the City for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions, pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in **Exhibit C-1**.

Route Types

All roadways within the College Area Community were classified based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in the College Area: District, Corridor, Connector and Neighborhood. **Exhibit C-2** illustrates the Route Type Classifications defined within the College Area Community.

District: A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

Connector: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Neighborhood: A neighborhood sidewalk is limited to areas of lower density and single use residential areas.

Focus Areas

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within the College Area Community. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the College Area Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas were refined as a result of the existing conditions needs assessment and input from the community. **Exhibit C-3** illustrates the College Area Focus Area routes.

Improvement Areas

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the College Area Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another. Corridor improvements focus on improvements either along a roadway or through a series of intersections.

For the College Area Community, ten Improvement Areas were defined, which are illustrated in **Exhibit C-4** and summarized in the following table. On the pages following the exhibit and table, recommendations for each Improvement Area are described in detail.

Priority Score

The Improvement Areas and recommended projects within each improvement areas were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.

Improvement Area Recommendations

Improvement Area	Recommendations	Priority Score
C-1: West El Cajon Boulevard Mobility Study	Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability access to transit, bicycle facilities and vehicular circulation and walkability issues. Implement intersection improvements to address connectivity and walkability issues.	**30**
C-2 East El Cajon Boulevard Mobility Study	Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. Implement short term intersection improvements to address existing pedestrian issues.	**12**
C-3 69th Street Corridor Improvements	Implement improvements and evaluate the feasibility of implementing improvements that improve pedestrian safety, visibility, and connectivity at identified intersections along 69th Street near El Cajon Boulevard.	**19**
C-4 Hardy Elem. School	Prepare plans and implement intersection improvements that meet current ADA standards in order to improve pedestrian safety and circulation. Update school areas signage to meet current CA-MUTCD standards.	**15**
C-5 Montezuma Place Walkability Enhancements	Implement intersection and sidewalk improvements that complement the long range Redevelopment Plan for the site and address existing walkability issues. Enhancements focus on improving driver awareness and pedestrian safety/visibility.	**13**
C-6 Montezuma Road at College Avenue Intersection Improvements	Implement measures to restrict access to Rockford Drive to improve pedestrian safety along Montezuma Road. Implement pedestrian crossing enhancements at College Avenue due to frequent pedestrian trips.	**18**
C-7 Montezuma Road Feasibility Assessment Multi-Use Trail	Conduct a feasibility study to implement a multi-use trail on the north side of Montezuma Road.	**2**
C-8 70th Street Transit Access Improvements	Improve access to transit and connectivity by completing sidewalk and evaluating for a new traffic signal at Saranac Street.	**11**

Improvement Area	Recommendations	Priority Score
C-9 **Saranac Street Safety Improvements**	Conduct a speed survey to determine existing traffic speed on road. If appropriate, design and implement traffic calming devices designed to maintain the existing 25 mph speed limit.	**9**
C-10 **67th Street Accessibility Improvements**	Complete sidewalks and evaluate feasibility of new marked crosswalk to provide a contiguous ADA compliant connection between residential and commercial uses.	**17**

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Exhibit C-1: Missing Sidewalk and Curb Ramps

San Diego Pedestrian Master Plan Phase 4: **College Area - Kensington-Talmadge**

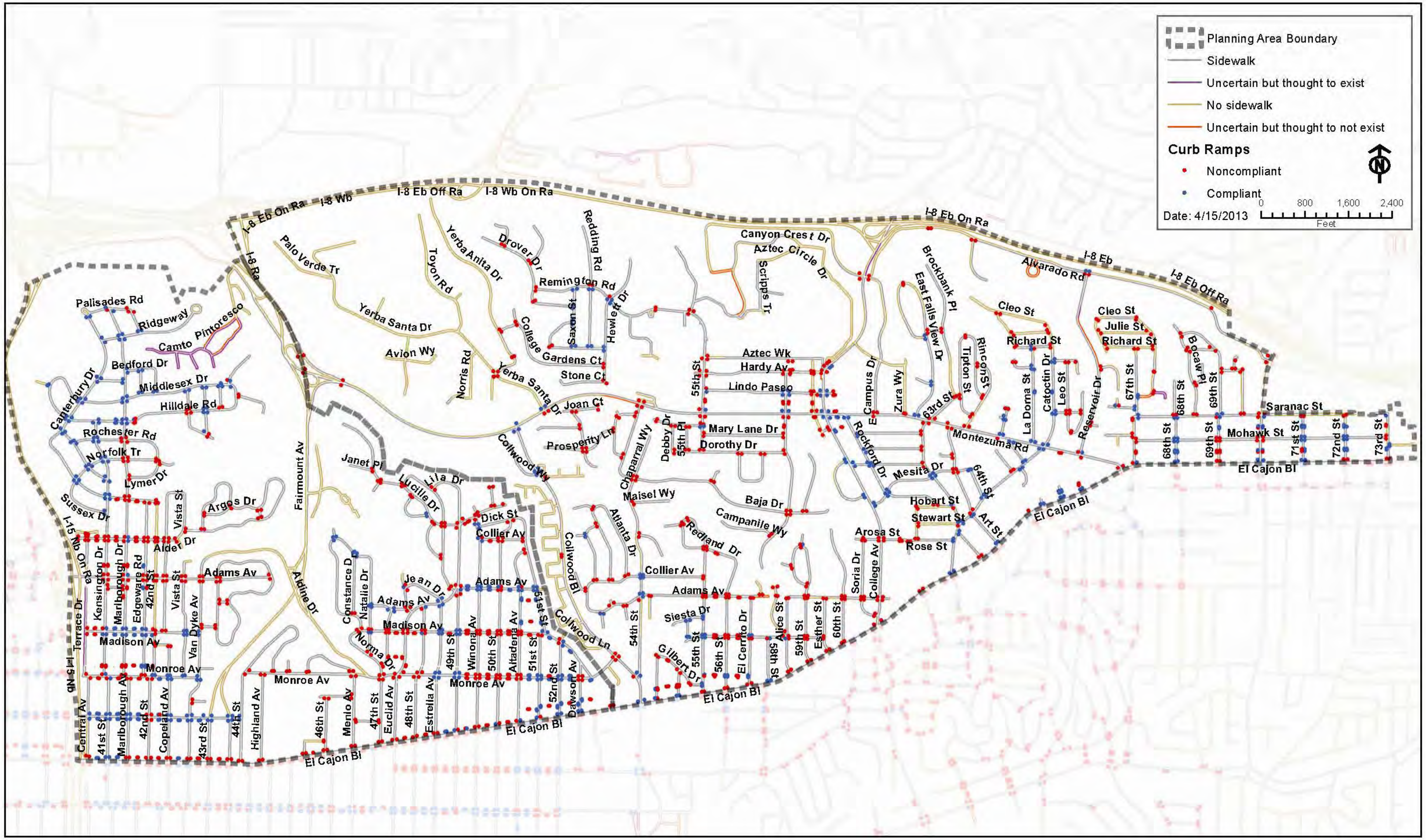


Exhibit C-2: Route Type Classifications

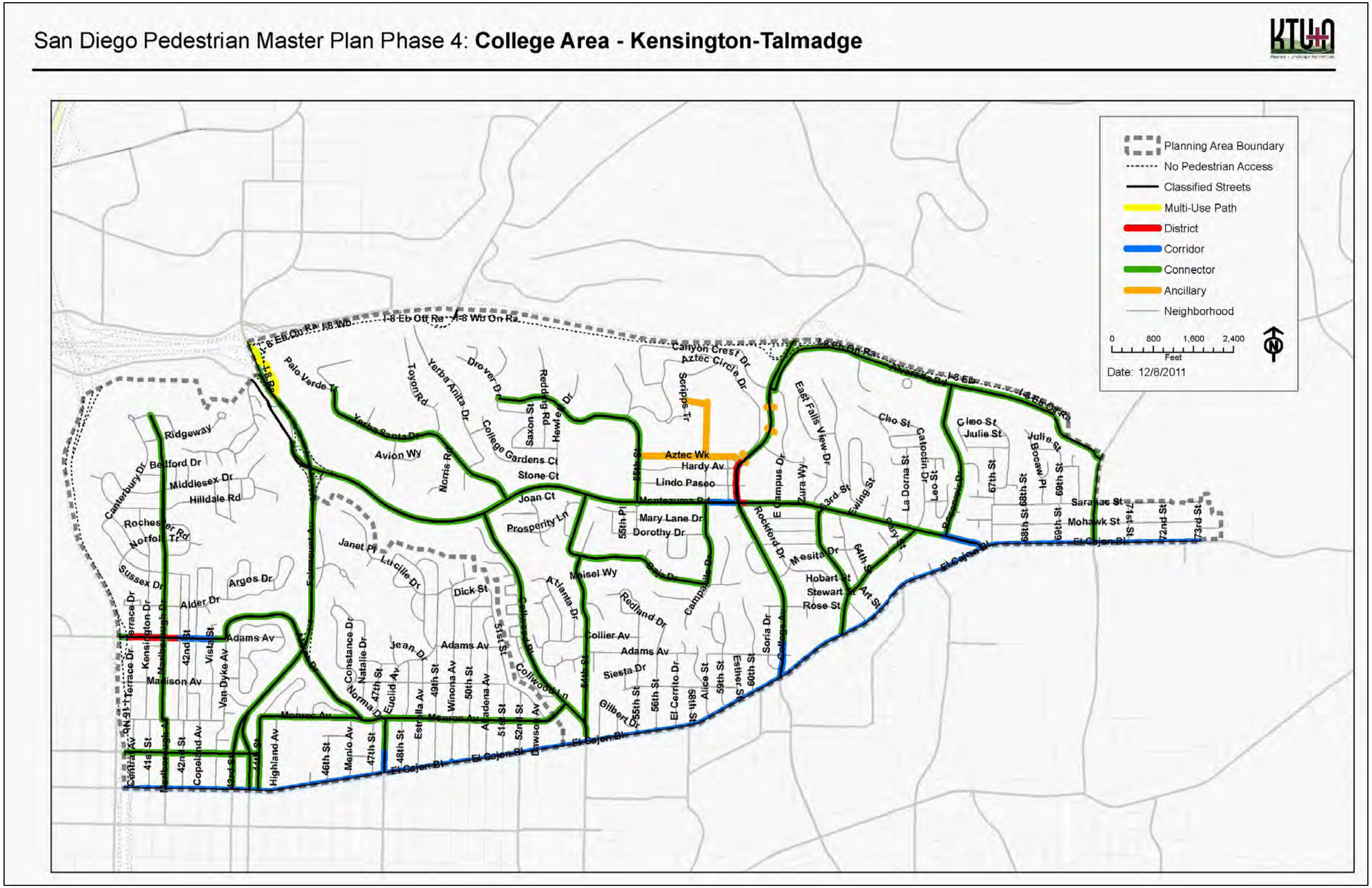


Exhibit C-3: Focus Area

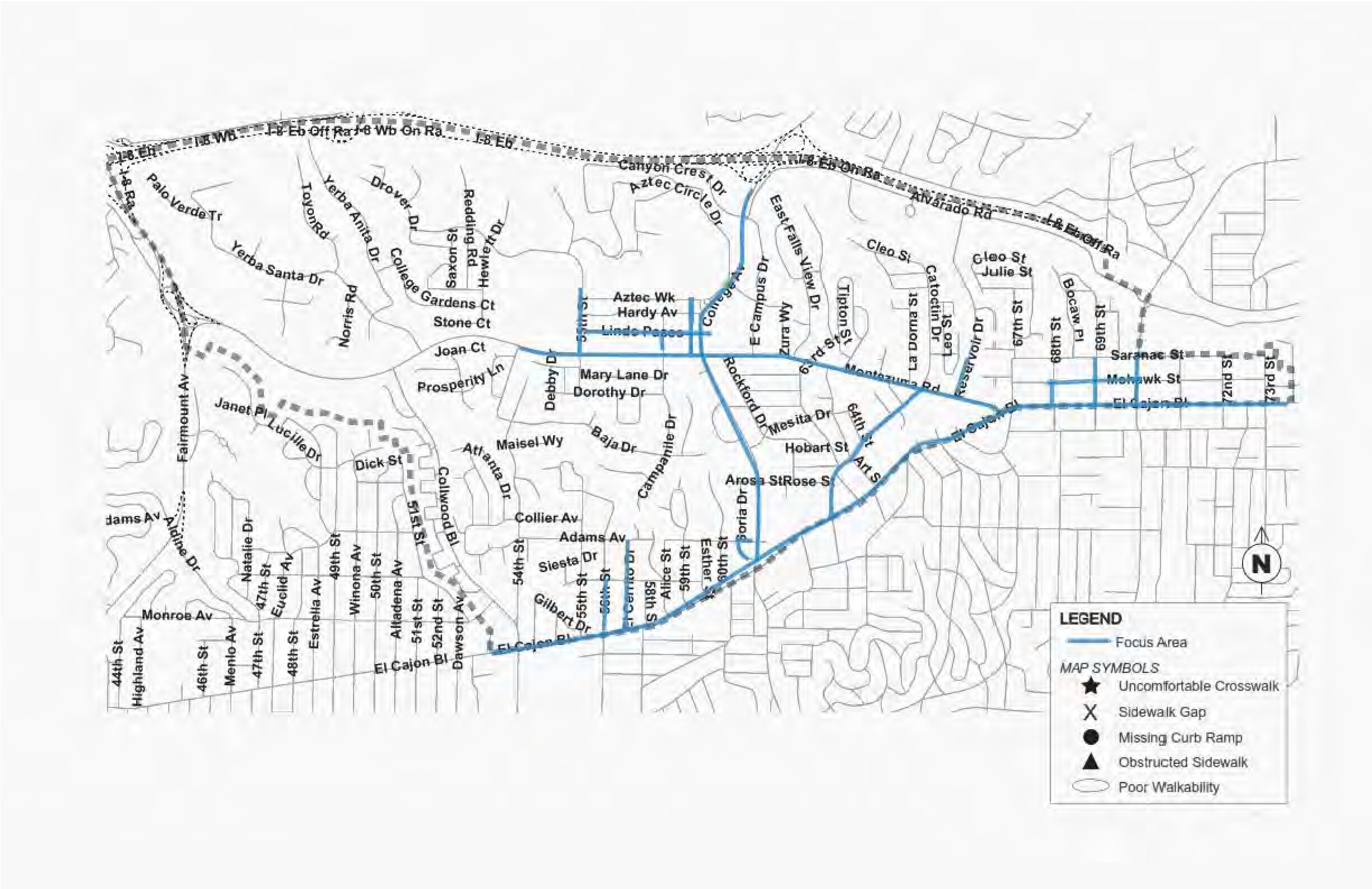
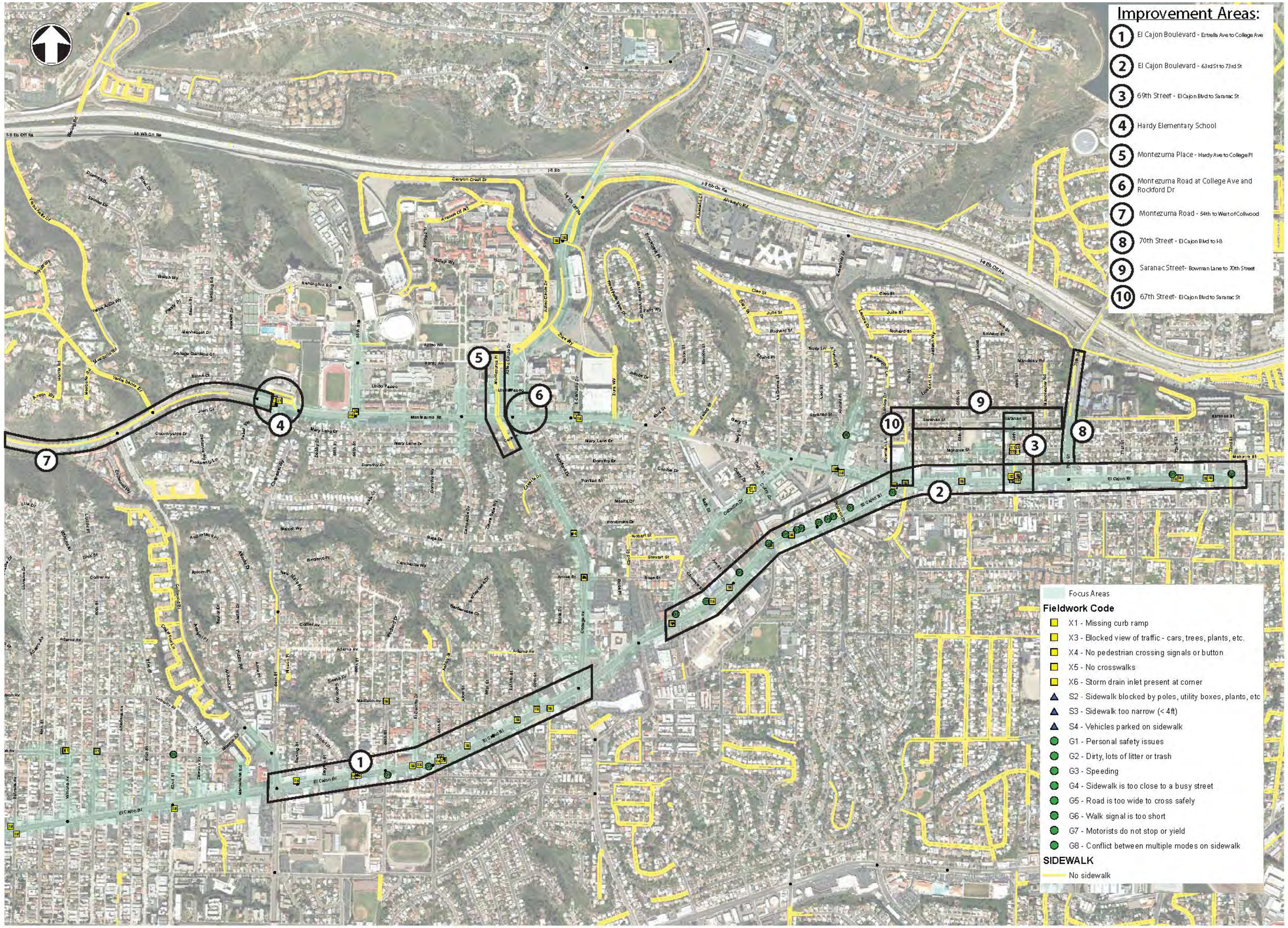
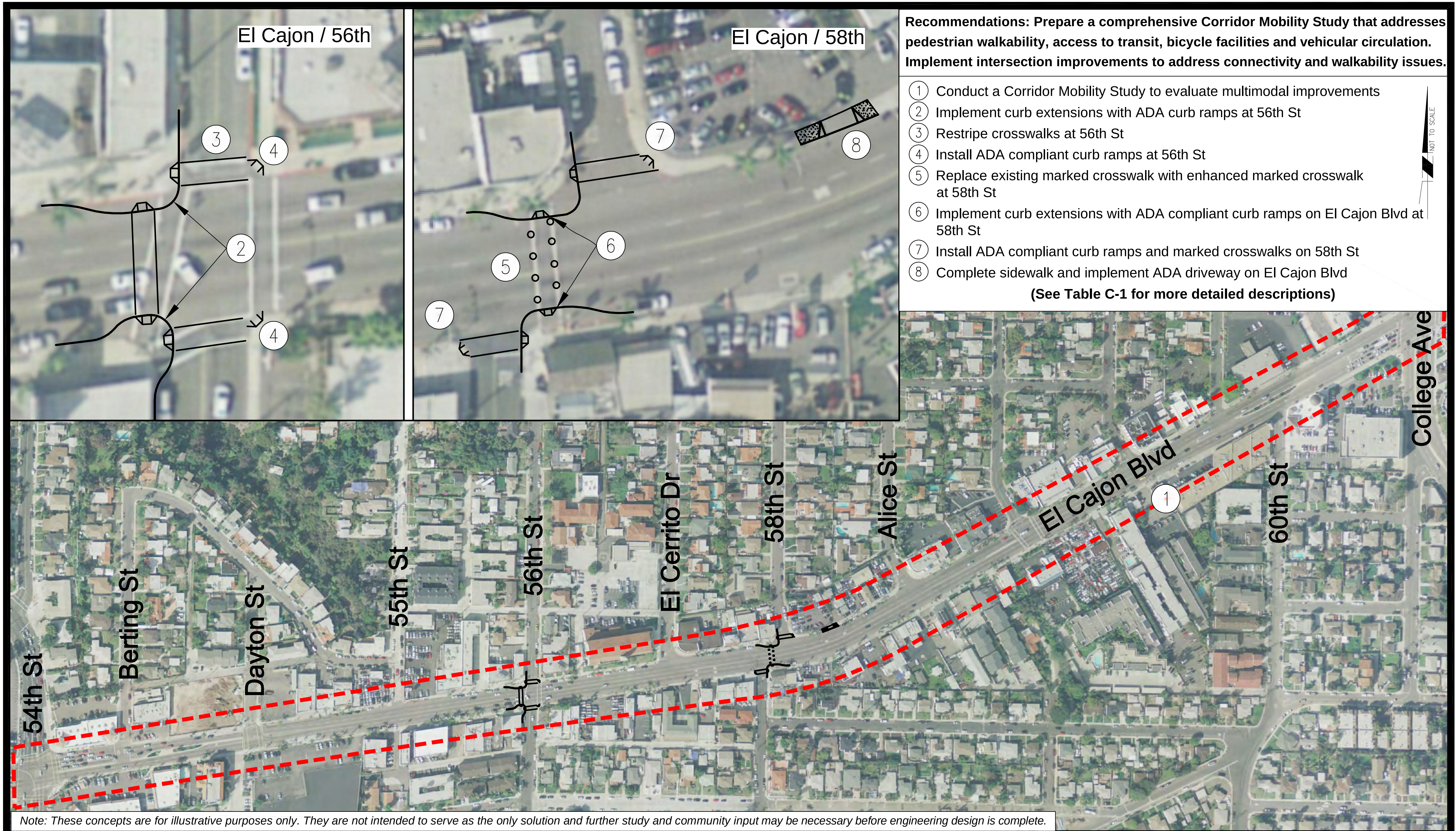


Exhibit C-4: Improvement Areas


Improvement Areas:
1 El Cajon Boulevard - Estrella Ave to College Ave
2 El Cajon Boulevard - 63rd St to 73rd St
3 69th Street - El Cajon Blvd to Saranac St
4 Hardy Elementary School
5 Montezuma Place - Hardy Ave to College Pl
6 Montezuma Road at College Ave and Rockford Dr
7 Montezuma Road - 54th to West of Collwood
8 70th Street - El Cajon Blvd to I-8
9 Saranac Street- Bowman Lane to 70th Street
10 67th Street- El Cajon Blvd to Saranac St
Focus Areas
Fieldwork Code
X1 - Missing curb ramp
X3 - Blocked view of traffic - cars, trees, plants, etc.
X4 - No pedestrian crossing signals or button
X5 - No crosswalks
X6 - Storm drain inlet present at corner
S2 - Sidewalk blocked by poles, utility boxes, plants, etc
S3 - Sidewalk too narrow (< 4ft)
S4 - Vehicles parked on sidewalk
G1 - Personal safety issues
G2 - Dirty, lots of litter or trash
G3 - Speeding
G4 - Sidewalk is too close to a busy street
G5 - Road is too wide to cross safely
G6 - Walk signal is too short
G7 - Motorists do not stop or yield
G8 - Conflict between multiple modes on sidewalk
SIDEWALK
No sidewalk
El Cajon Bl



Recommendations: Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. Implement intersection improvements to address connectivity and walkability issues.

① Conduct a Corridor Mobility Study to evaluate multimodal improvements
② Implement curb extensions with ADA curb ramps at 56th St
③ Restripe crosswalks at 56th St
④ Install ADA compliant curb ramps at 56th St
⑤ Replace existing marked crosswalk with enhanced marked crosswalk at 58th St
⑥ Implement curb extensions with ADA compliant curb ramps on El Cajon Blvd at 58th St
⑦ Install ADA compliant curb ramps and marked crosswalks on 58th St
⑧ Complete sidewalk and implement ADA driveway on El Cajon Blvd

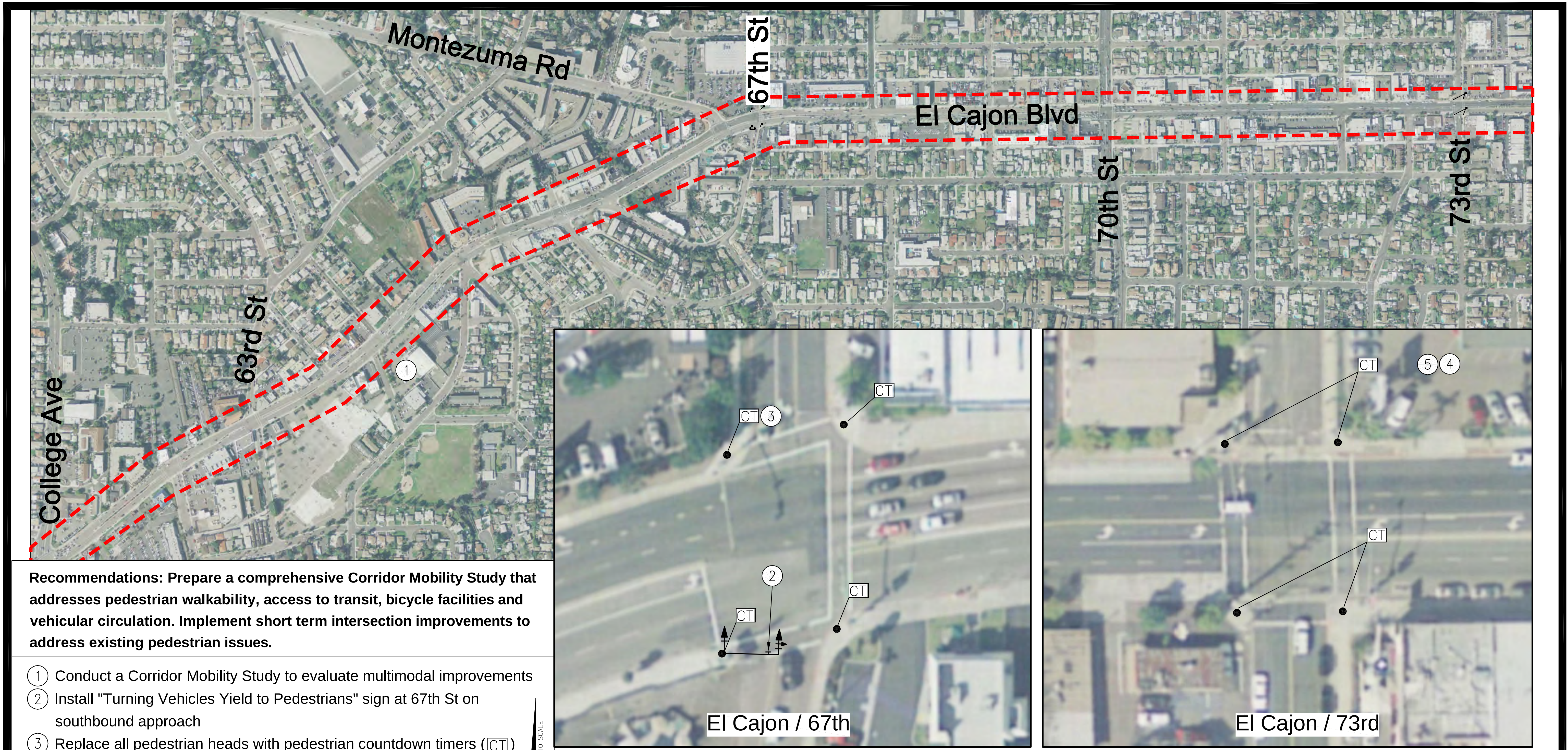
(See Table C-1 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-1

West El Cajon Boulevard Mobility Study

Pedestrian Master Plan - Phase 4



Recommendations: Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. Implement short term intersection improvements to address existing pedestrian issues.

① Conduct a Corridor Mobility Study to evaluate multimodal improvements
② Install "Turning Vehicles Yield to Pedestrians" sign at 67th St on southbound approach
③ Replace all pedestrian heads with pedestrian countdown timers (CT) at 67th St
④ Modify signal timing to add lead pedestrian interval at 73rd St
⑤ Replace all pedestrian heads with pedestrian countdown timers (CT) at 73rd St

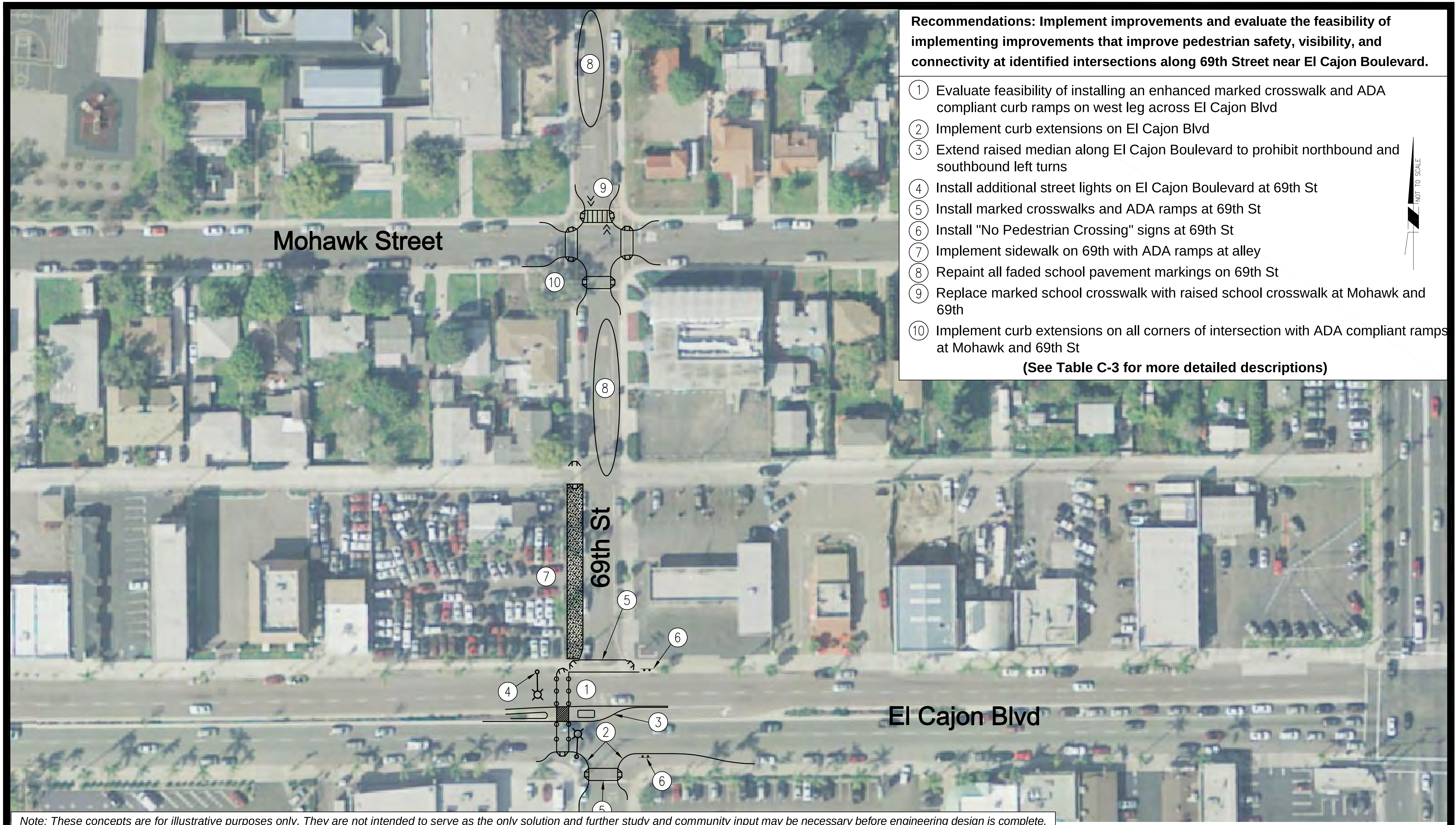
(See Table C-2 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-2

East El Cajon Boulevard Mobility Study

Pedestrian Master Plan - Phase 4



Recommendations: Implement improvements and evaluate the feasibility of implementing improvements that improve pedestrian safety, visibility, and connectivity at identified intersections along 69th Street near El Cajon Boulevard.

① Evaluate feasibility of installing an enhanced marked crosswalk and ADA compliant curb ramps on west leg across El Cajon Blvd
② Implement curb extensions on El Cajon Blvd
③ Extend raised median along El Cajon Boulevard to prohibit northbound and southbound left turns
④ Install additional street lights on El Cajon Boulevard at 69th St
⑤ Install marked crosswalks and ADA ramps at 69th St
⑥ Install "No Pedestrian Crossing" signs at 69th St
⑦ Implement sidewalk on 69th with ADA ramps at alley
⑧ Repaint all faded school pavement markings on 69th St
⑨ Replace marked school crosswalk with raised school crosswalk at Mohawk and 69th
⑩ Implement curb extensions on all corners of intersection with ADA compliant ramps at Mohawk and 69th St

(See Table C-3 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-3
69th Street Corridor Improvements
Pedestrian Master Plan - Phase 4

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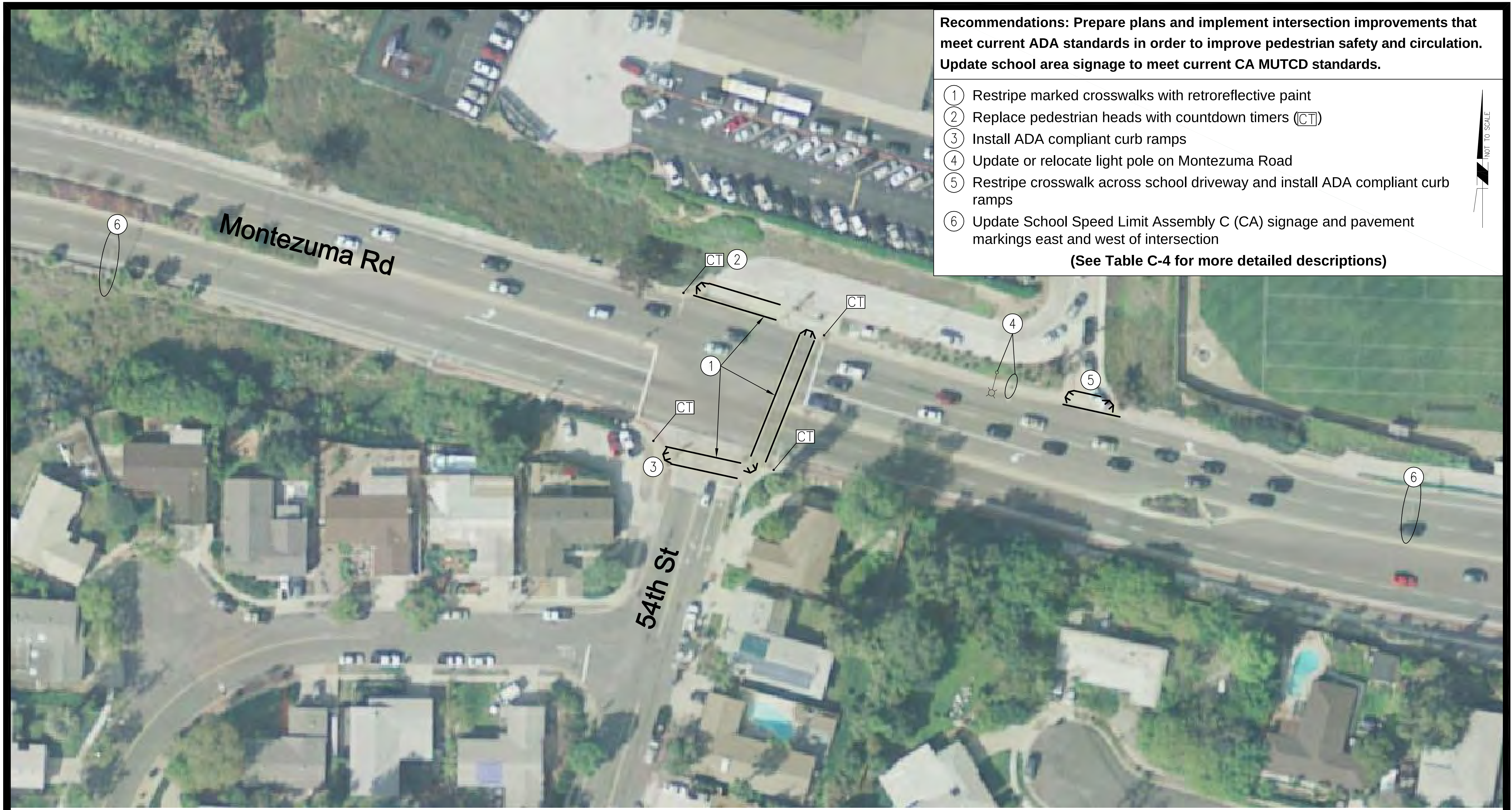


Recommendations: Prepare plans and implement intersection improvements that meet current ADA standards in order to improve pedestrian safety and circulation. Update school area signage to meet current CA MUTCD standards.

① Restripe marked crosswalks with retroreflective paint
② Replace pedestrian heads with countdown timers (CT)
③ Install ADA compliant curb ramps
④ Update or relocate light pole on Montezuma Road
⑤ Restripe crosswalk across school driveway and install ADA compliant curb ramps
⑥ Update School Speed Limit Assembly C (CA) signage and pavement markings east and west of intersection

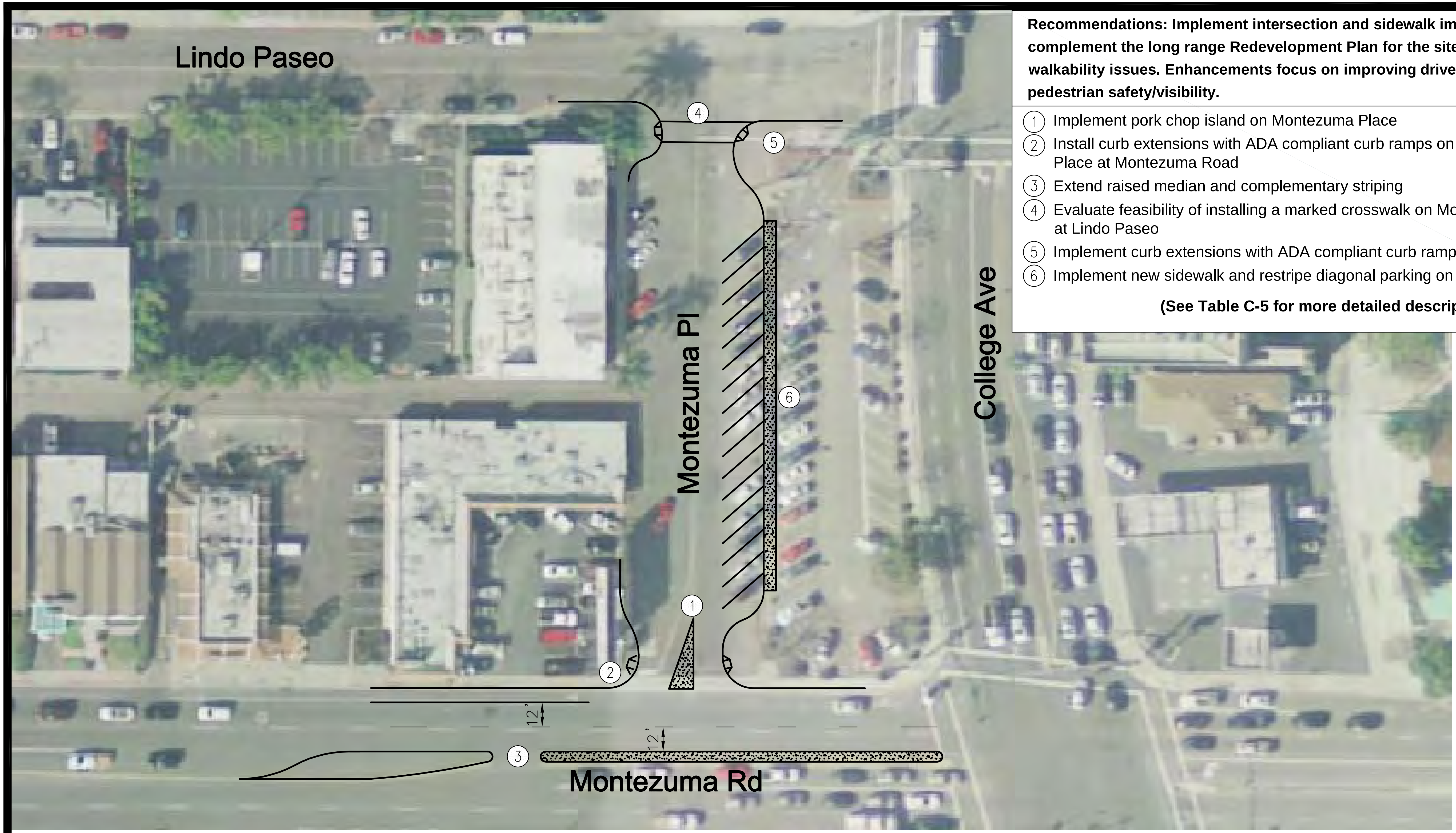
(See Table C-4 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-4

Safe Routes to School Improvements at Hardy Elementary School

Pedestrian Master Plan - Phase 4



Recommendations: Implement intersection and sidewalk improvements that complement the long range Redevelopment Plan for the site and address existing walkability issues. Enhancements focus on improving driver awareness and pedestrian safety/visibility.

① Implement pork chop island on Montezuma Place
② Install curb extensions with ADA compliant curb ramps on Montezuma Place at Montezuma Road
③ Extend raised median and complementary striping
④ Evaluate feasibility of installing a marked crosswalk on Montezuma Place at Lindo Paseo
⑤ Implement curb extensions with ADA compliant curb ramps at Lindo Paseo
⑥ Implement new sidewalk and restripe diagonal parking on Montezuma Place

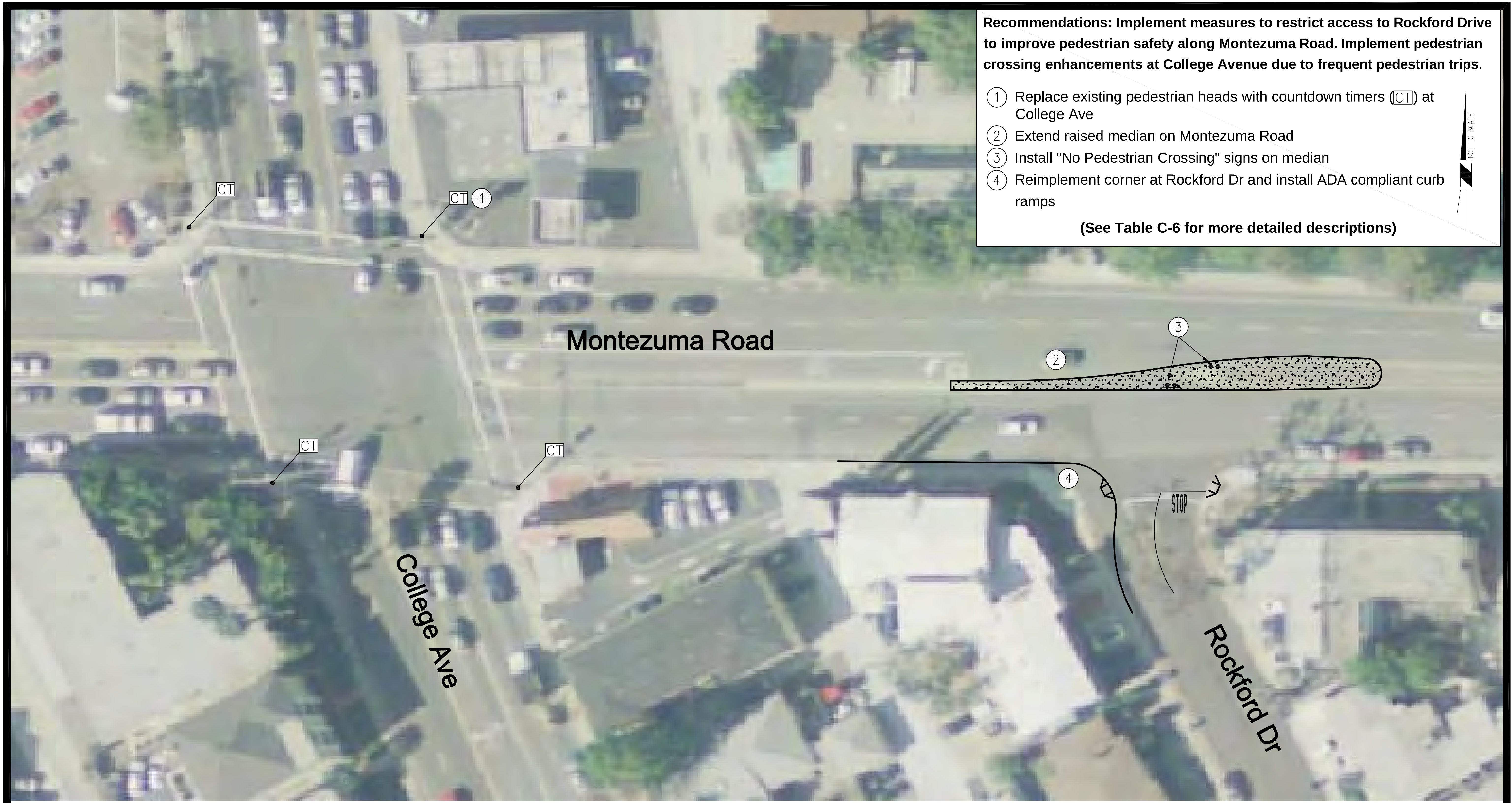
(See Table C-5 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-5

Montezuma Place Walkability Enhancements

Pedestrian Master Plan - Phase 4



Recommendations: Implement measures to restrict access to Rockford Drive to improve pedestrian safety along Montezuma Road. Implement pedestrian crossing enhancements at College Avenue due to frequent pedestrian trips.

① Replace existing pedestrian heads with countdown timers (CT) at College Ave
② Extend raised median on Montezuma Road
③ Install "No Pedestrian Crossing" signs on median
④ Reimplement corner at Rockford Dr and install ADA compliant curb ramps

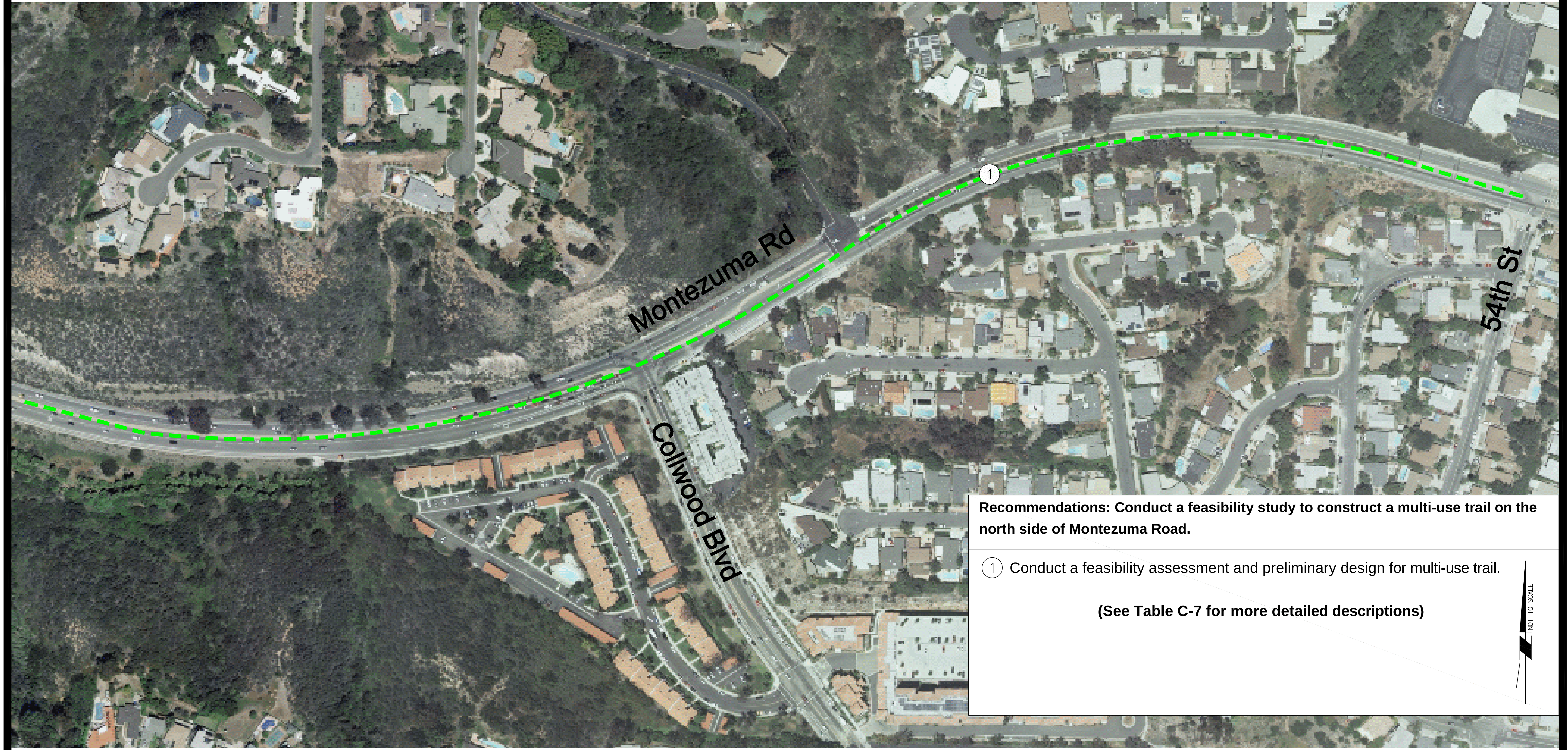
(See Table C-6 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-6

Montezuma Road at College Avenue Intersection Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Conduct a feasibility study to construct a multi-use trail on the north side of Montezuma Road.

① Conduct a feasibility assessment and preliminary design for multi-use trail.

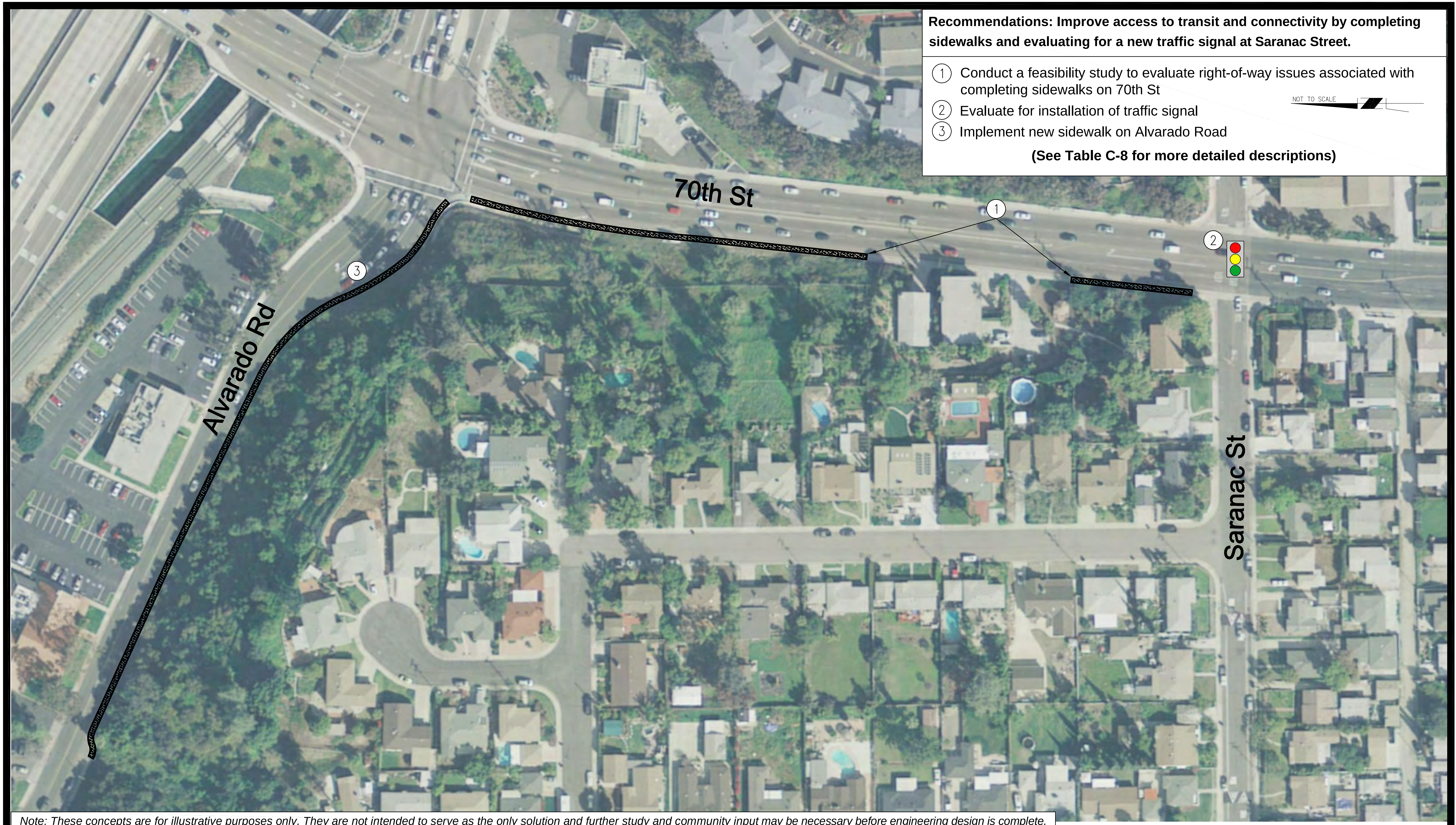
(See Table C-7 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-7

Montezuma Road Multi-use Trail Feasibility Assessment

Pedestrian Master Plan - Phase 4



Recommendations: Improve access to transit and connectivity by completing sidewalks and evaluating for a new traffic signal at Saranac Street.

① Conduct a feasibility study to evaluate right-of-way issues associated with completing sidewalks on 70th St

② Evaluate for installation of traffic signal

③ Implement new sidewalk on Alvarado Road

(See Table C-8 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-8

70th Street Transit Access Improvements

Pedestrian Master Plan - Phase 4

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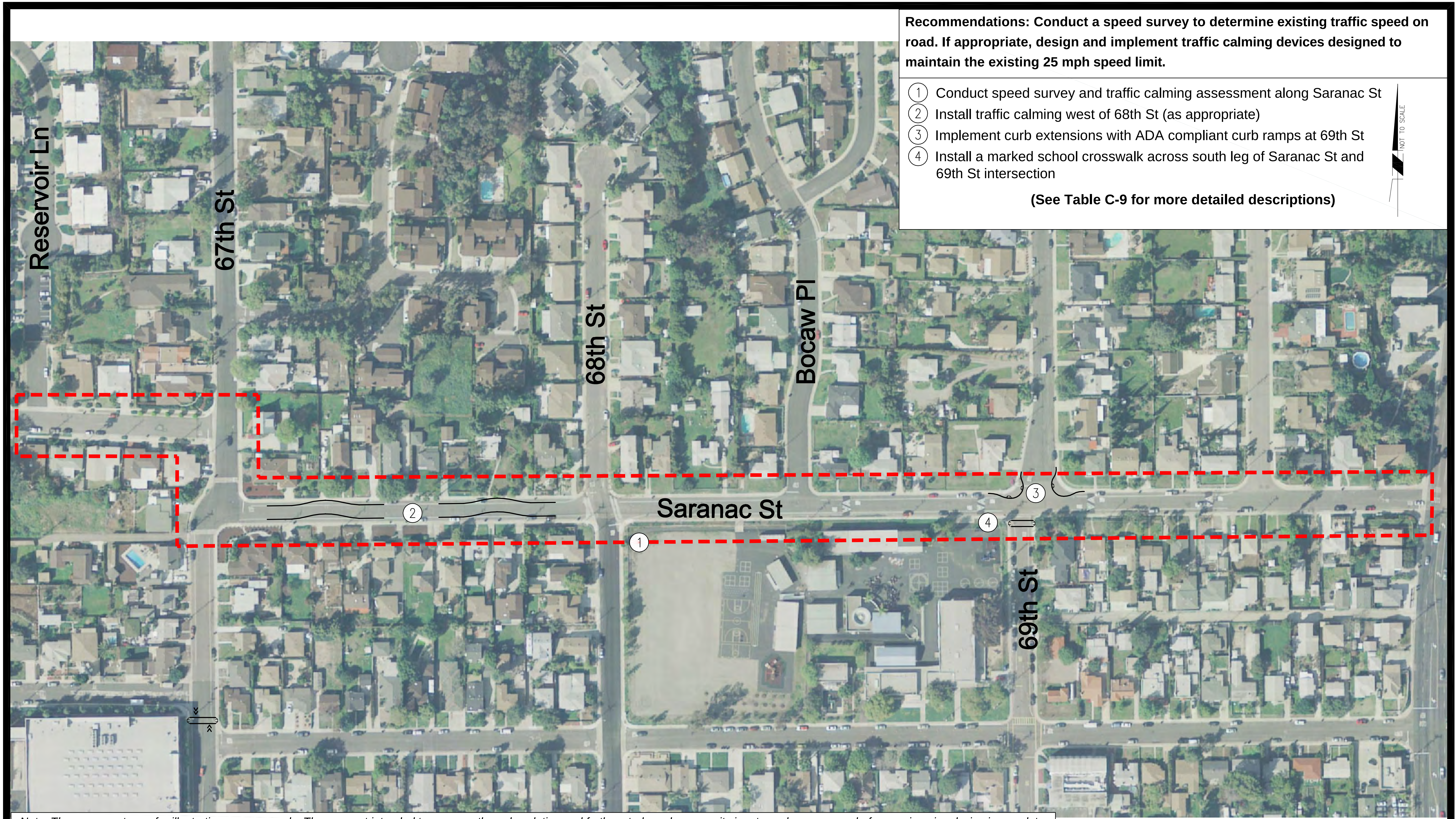
Recommendations: Conduct a speed survey to determine existing traffic speed on road. If appropriate, design and implement traffic calming devices designed to maintain the existing 25 mph speed limit.

① Conduct speed survey and traffic calming assessment along Saranac St
② Install traffic calming west of 68th St (as appropriate)
③ Implement curb extensions with ADA compliant curb ramps at 69th St
④ Install a marked school crosswalk across south leg of Saranac St and 69th St intersection

(See Table C-9 for more detailed descriptions)



Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-9
Saranac Street Safety Improvements
Pedestrian Master Plan - Phase 4

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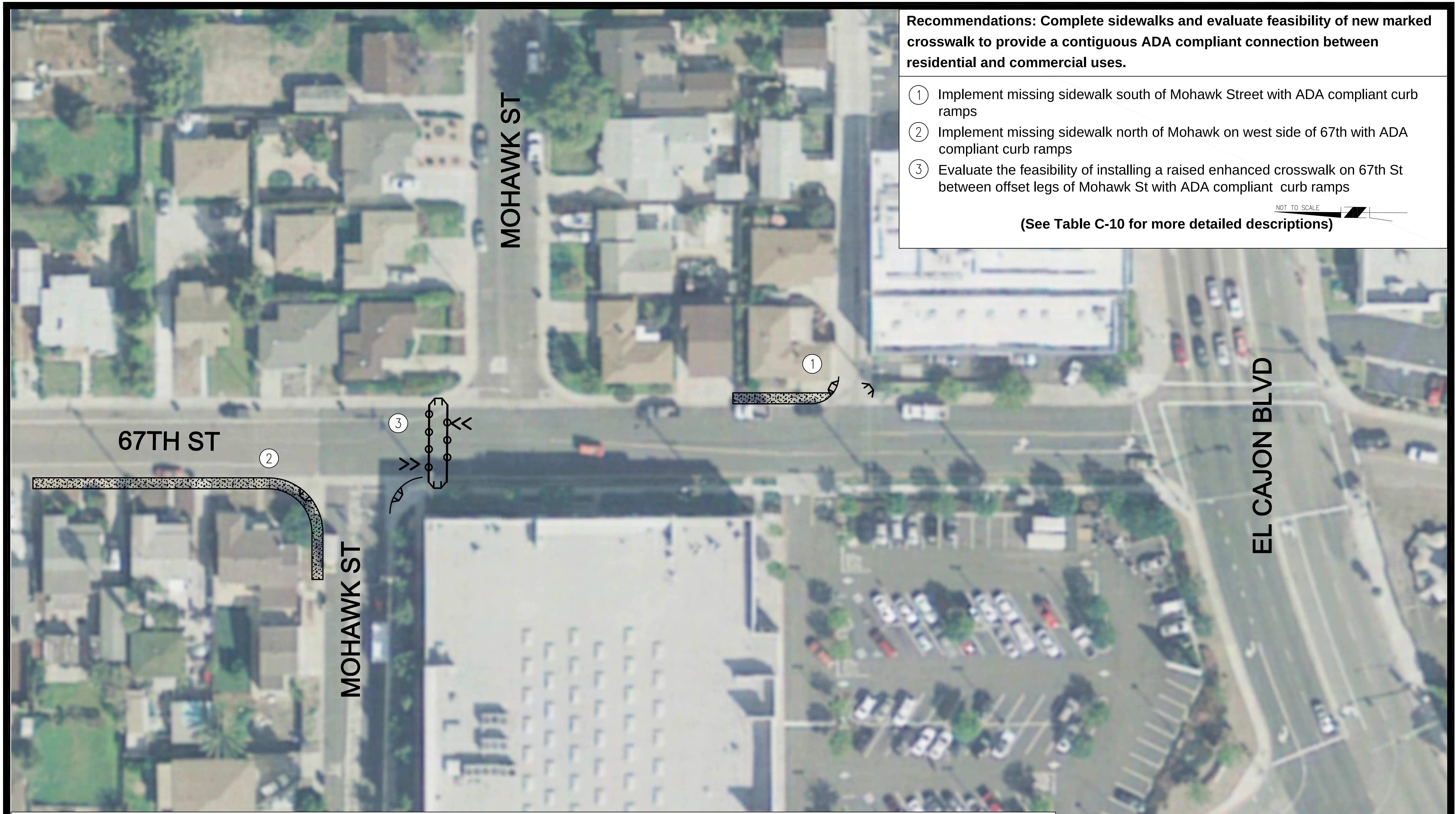


Recommendations: Complete sidewalks and evaluate feasibility of new marked crosswalk to provide a contiguous ADA compliant connection between residential and commercial uses.

① Implement missing sidewalk south of Mohawk Street with ADA compliant curb ramps

② Implement missing sidewalk north of Mohawk on west side of 67th with ADA compliant curb ramps

③ Evaluate the feasibility of installing a raised enhanced crosswalk on 67th St between offset legs of Mohawk St with ADA compliant curb ramps

(See Table C-10 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-10

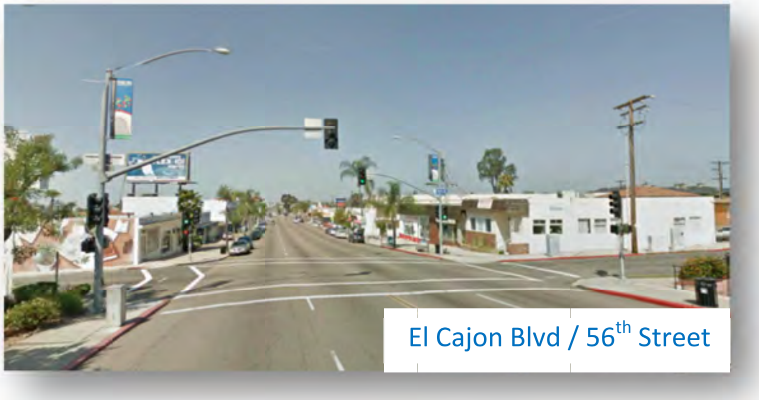
67th Street Accessibility Improvements

Pedestrian Master Plan - Phase 4

Improvement Area C-1:

West El Cajon Boulevard Corridor Mobility Study (54th Street to College Avenue)

Purpose & Need:



El Cajon Blvd / 56th Street

El Cajon Blvd / 58th Street offset intersection

El Cajon Boulevard has a posted speed limit of 35 mph and carries between 25,000 and 30,000 vehicles per day. There is also a 25 mph school zone near 54th Street for Horace Mann Middle School. Although sidewalks are provided on both sides of the street, the environment is not welcoming to pedestrian activity. Sidewalks are adjacent to the high speed road and parked cars often block view of pedestrians waiting to cross El Cajon Boulevard. Short street blocks, high density land use and frequent transit stops support pedestrian activity in this area. Transit Routes 1 and 15 serve this corridor with 15-minute headways on the weekdays and 20 to 30 minute headways on the weekends. A Corridor Mobility Study should be conducted to address key pedestrian issues including reducing pedestrian crossing distances, improving pedestrian visibility at intersections, and improving access to transit. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented at 56th Street and 58th Street to address existing pedestrian issues.

Recommendations:

Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability access to transit, bicycle facilities and vehicular circulation. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented to address existing connectivity and walkability issues. The table below provides potential improvements that should be considered.

Table C-1: West El Cajon Boulevard Corridor Mobility Study (54th Street to College Avenue)

Location	Description	Goal (1)	Objective	Est. Cost
El Cajon Boulevard from 54th St to College	1) Conduct a Corridor Mobility Study to evaluate multimodal improvements along El Cajon Boulevard.	S, C, W, A	Identify comprehensive mobility solutions.	$350,000
Intersection Improvements:				
El Cajon Blvd and 56th Street	2) Implement curb extensions with ADA compliant curb ramps on northwest corner and southwest corner.	A, W	Decrease crossing distance and improve pedestrian visibility	$30,000
	3) Restripe crosswalks on south, east, and west legs of intersection to align with new curb extensions.	C, W	Straighten the crosswalks to make a more direct path	$1,500
	4) Install ADA compliant curb ramps on northeast and southeast corners.	A	Improve accessibility at intersection	$12,000
El Cajon Blvd and 58th Street	5) Replace existing marked crosswalk with enhanced marked crosswalk. Include highly reflective paint and in-pavement flashers.	S	Improve pedestrian visibility at this uncontrolled marked crosswalk	$15,000
	6) Implement curb extensions with ADA compliant curb ramps at each end of existing marked crosswalk.	W, S, A	Reduce crossing distance and improve visibility of pedestrians	$42,000
	7) Install ADA compliant curb ramps and marked crosswalks across north and south legs of 58th.	A, W	Define pedestrian path of travel along El Cajon Blvd and improve ADA access	$12,750
	8) Complete sidewalk east of 58th St on El Cajon and implement ADA compliant driveway.	A	Improve ADA access along El Cajon Blvd	$45,000
TOTAL ESTIMATED COST				**$508,250**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-2:

East El Cajon Boulevard Corridor Mobility Study (College Ave to City Limits)

Purpose & Need:

The eastern corridor study for El Cajon Boulevard includes an area that is less dense than the western corridor, with longer street blocks and closer proximity to the SDSU campus. Activity centers along the corridor include The College Center Shopping Center, College Heights Library, various auto repair shops and car dealerships, and various strip malls. The posted speed limit through this area is 35 mph with average daily traffic ranging from 20,000 to 28,000 vehicles per day. Sidewalks are provided but walkability is still uninviting with long street blocks, no marked crosswalks outside of signalized intersections and a lack of a clear path of travel around SDSU. MTS Route 1 serves this corridor with 15 minute headways on the weekdays and 30 minute headways on the weekends. MTS Route 14 serves this corridor with one hour headways on the weekdays only. Both land use and transit activity support the need for pedestrian enhancement. A five year accident history shows that a total of 11 pedestrian-involved accidents have been reported along this corridor. Key pedestrian issues include frequency of marked crossings and vehicle-pedestrian conflicts at intersections. A Corridor Mobility Study is recommended to address corridor-wide improvements for all modes. However, intersection improvements at 67th Street and 73rd Street would address immediate safety concerns where multiple pedestrian-involved accidents have been reported in the past 5 years.

El Cajon Blvd / 67th Street

El Cajon Blvd / 73rd Street

Recommendations:

Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. In addition, short term improvements should be implemented at the intersection of El Cajon Boulevard / 67th Street and El Cajon Boulevard / 73rd Street to address existing pedestrian issues. The table below provides potential improvements that should be considered.

Table C-2: East El Cajon Boulevard Corridor Mobility Study (College Ave to City Limits)

Location	Description	Goal [(1)]	Objective	Est. Cost
El Cajon Boulevard from College to Eastern City Limits	1) Conduct a Corridor Mobility Study to evaluate multimodal improvements along El Cajon Boulevard.	A, C, S, W	Identify comprehensive mobility solutions	$350,000
Short term focused improvements:				
El Cajon Blvd / 67th Street	2) Install "Turning Vehicles Yield to Pedestrians"(R10-15) on southbound approach.	S	Increase vehicle awareness of pedestrians	$250
	3) Replace all pedestrian heads with pedestrian countdown timers.	S, A	Reduce potential for pedestrians to cross at end of phase	$21,000
El Cajon Blvd / 73rd Street	4) Modify signal timing to add lead pedestrian interval.	S	Allow pedestrians to cross before vehicle indication turns green to minimize pedestrian-vehicle conflicts	$1,000
	5) Replace all pedestrian heads with pedestrian countdown timers.	S, W	Reduce potential for pedestrians to cross at end of phase	$21,000
TOTAL ESTIMATED COST				**$393,250**

(1) A = Accessibility S = Safety

C = Connectivity W = Walkability

Improvement Area C-3:

69th Street Intersection Improvements (El Cajon Boulevard to Saranac Street)

Purpose & Need:

69th Street runs north-south and provides access to Harriet Tubman Village Charter School, residential neighborhoods, and commercial centers on El Cajon Boulevard. One block south of the school 69th Street intersects with El Cajon Blvd, a four-lane high-volume road with on-street parking on both sides, no marked crosswalks and poor visibility. There is no sidewalk provided on the west side of 69th Street just north of El Cajon Boulevard, and several curb ramps are missing or non-compliant along the corridor. This project would improve pedestrian safety, improve visibility and connectivity at the intersections.

Mohawk Street / 69th Street – school crossing

Recommendations:

Prepare plans and implement intersection and corridor improvements in order to improve pedestrian safety, visibility, and connectivity at identified intersections. The table below provides potential improvements that should be considered.

69th St north of El Cajon Blvd – no sidewalk on west side

Table C-3: 69th Street Intersection Improvements (El Cajon Boulevard to Saranac Street)

Location	Description	Goal [1]	Objective	Est. Cost
El Cajon Boulevard at 69th Street	1) Evaluate the feasibility of installing an enhanced marked crosswalk and ADA compliant curb ramps	S, A	Improve visibility of pedestrians crossing El Cajon Boulevard	$17,500
	2) Implement curb extensions on south leg of El Cajon Boulevard if marked crosswalk is installed.	S, W	Improve visibility of pedestrians and reduce crossing distance	$48,000
	3) Extend raised median along El Cajon Boulevard to prohibit northbound and southbound left turns, if marked crosswalk is installed. Provide gap in median for pedestrians.	A, S, W	Provide refuge island for pedestrians and reduce crossing distance; prohibit NB left turns to reduce pedestrian-vehicle conflicts at proposed crosswalk	$15,000
	4) Install additional street lights at intersection.	S	Improve visibility of pedestrians	$6,000
	5) Install marked crosswalks across north and south legs at 69th Street. Install ADA compliant curb ramp to align with crosswalks.	W, S, C	Provide ADA compliant crossings and establish path of travel through the intersection	$12,750
	6) Install "No Pedestrian Crossing" sign on east leg if marked crosswalk is installed on west leg.	S	Channelize pedestrians to new marked crosswalk	$500
69th Street north of El Cajon Blvd	7) Implement sidewalk on west side of street from El Cajon Boulevard to existing sidewalk at alley. Provide ADA compliant curb ramps at alley.	A	Provide ADA compliant walkway on west side of 69th Street	$37,500
	8) Repaint all faded school crossing pavement markings along 69th Street.	S	Improve driver awareness in school zone	$1,000
69th Street / Mohawk Street	9) Replace existing marked school crosswalk on north side of intersection with a raised school crosswalk.	A	Reduce speeds and improve driver awareness in school zone	$18,000
	10) Implement curb extensions on all corners of the intersection with ADA compliant ramps to align with the crosswalks.	S	Improve visibility around parked cars and reduce vehicular speeds	$72,000
TOTAL ESTIMATED COST				**$228,250**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-4:

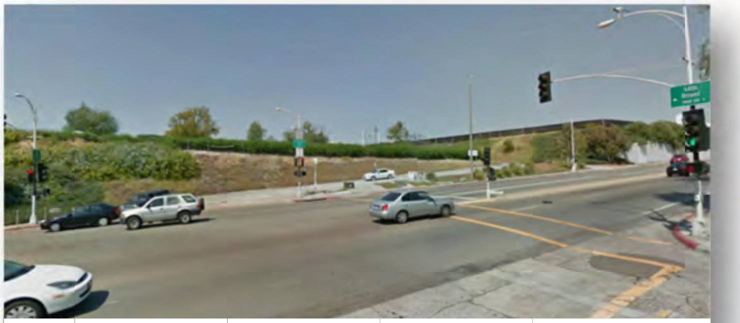
Safe Routes to School Improvements at Hardy Elementary School (Montezuma Road at 54th Street)

Purpose & Need:

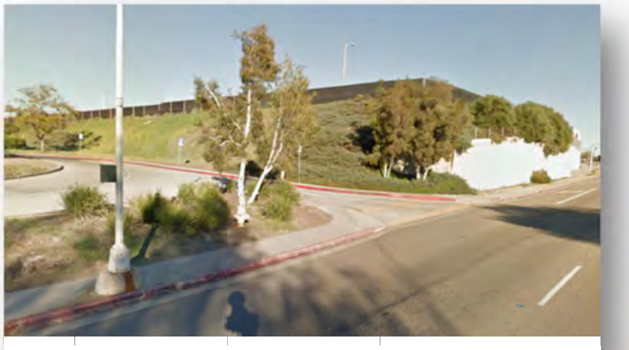
Montezuma Road at 54th Street, a busy intersection with high traffic speeds, serves as the main entrance to Hardy Elementary School. Although there are crosswalks provided on three legs, there are no curb ramps on the north leg and non-compliant ramps on the east and south legs. The crosswalk paint is faded and the unprotected left turn for the southbound vehicles creates potential pedestrian-vehicle conflicts in the western crosswalk. The sidewalk along the north side of Montezuma Road is obstructed by a light pole with an above ground foundation with little clearance for pedestrians. This project would update signage, curb ramps, and crosswalks to improve pedestrian safety in the area. Sidewalk widening and intersection improvements are also suggested to improve pedestrian circulation.

Recommendations:

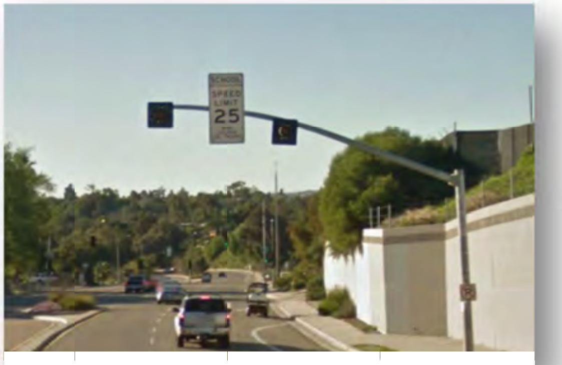
Prepare plans and implement intersection improvements that meet current ADA standards in order to improve pedestrian safety and circulation. Update school areas signage to meet current CA-MUTCD standards. The table below provides potential improvements that should be considered.



Montezuma / 54th Street – entrance to school



Obstructed sidewalk and lack of proper curb ramps



Advance school signage – not compliant with 2010 MUTCD

Table C-4: Safe Routes to School Improvements at Hardy Elementary (Montezuma Road at 54th Street)

Location	Description	Goal [1]	Objective	Est. Cost
Montezuma / 54th Street	1) Restripe marked crosswalks with retro-reflective paint.	S	Improve visibility of pedestrians	$1,500
	2) Replace all pedestrian heads with countdown timers.	S	Prevent pedestrians from crossing at end of phase	$18,000
	3) Install ADA compliant curb ramps at crosswalks.	A	Provide access at curb for all users	$12,000
Montezuma Road	4) Update light pole to underground foundation or relocate to back of sidewalk.	A, W	Eliminate obstruction on sidewalk	$6,000
	5) Restripe crosswalk across school driveway and install ADA compliant curb ramps.	C	Provide clear connection from intersection to school entrance walkway	$7,500
	6) Update School Speed Limit Assembly C (CA) signage with fluorescent yellow green sign and install school pavement markings.	S	Meet current CA-MUTCD standards and improve visibility of pedestrians	$700
TOTAL ESTIMATED COST				**$45,700**

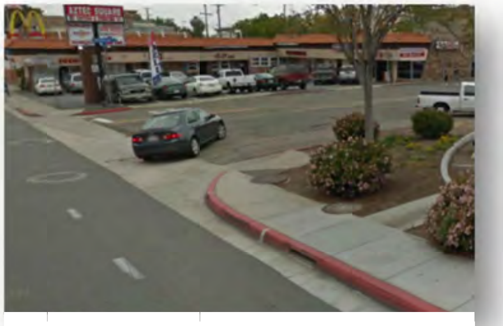
[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-5:

Montezuma Place Walkability Enhancements (Montezuma Road to Lindo Paseo)

Purpose & Need:

Montezuma Place / Lindo Paseo – wide intersection



Montezuma Rd / Montezuma Place vehicles do not yield to pedestrians

Montezuma Place connects Montezuma Road and Lindo Paseo, an active part of the SDSU campus with the Greek student housing, retail uses, SDSU Transit Center, and SDSU campus. This street is parallel to College Avenue and is an access road through a large parking lot. Despite being perceived as safer than College Avenue due to lower traffic volumes, there is no clear path of travel along Montezuma Place into SDSU. No sidewalks are provided on Montezuma Place and the diagonal parking makes pedestrian visibility very poor. Improvements at this location address near term safety solutions for pedestrians.

Although the site is currently used as parking, the College Community Redevelopment Project sites a mix of uses for this site including very high density residential, retail and office. The redevelopment project also includes pedestrian plazas and walkways that appear to be in line with existing infrastructure. Due to changes in redevelopment, funding for the project is uncertain and a implemention date is undetermined. Recommendations listed above for this location do not conflict with, but complement the long range plan for this site.

Montezuma Place – no clear path for pedestrians

Recommendations:

Implement intersection and sidewalk improvements that complement the long range Redevelopment Plan for the site to address existing walkability issues. Enhancements focus on improving driver awareness and pedestrian safety/visibility. The table below provides potential improvements that should be considered at this location.

Table C-5: Montezuma Place Walkability Enhancements (Montezuma Road to Lindo Paseo)

Location	Description	Goal (1)	Objective	Est. Cost
Montezuma Road at Montezuma Place	1) Implement a pork chop island on north leg of intersection to enforce right turn only.	S	Reinforce restricted turning movements for vehicles to right in right out only	$24,750
	2) Install curb extensions on the north leg of intersection (on Montezuma Place), including ADA compliant curb ramps.	S, W	Provide buffer between parked cars and pedestrians crossing the driveway	$36,000
	3) Extend raised median west on Montezuma Road and complete complementary left-turn striping to west. Restripe travel lanes if necessary to maintain 12-foot lanes.	S, W	Create right turn only in/out of Montezuma Place to decrease ped/vehicle conflicts	$27,200
Montezuma Place at Lindo Paseo	4) Evaluate feasibility of installing a marked crosswalk on south leg.	C	Create clear path of travel for pedestrians	$2,500
	5) Implement curb extensions across the south leg of intersection (on Montezuma Place), including ADA compliant curb ramps.	C, S, W	Decrease the crossing distance for pedestrians and increase visibility	$36,000
Montezuma Place	6) Implement sidewalk on east side in front of diagonal parked cars and restripe existing parking.	S, W	Create clear path for pedestrians outside of vehicular parking area	$18,425
TOTAL ESTIMATED COST				**$144,925**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-6:

Montezuma Road at College Avenue and at Rockford Drive Intersection Improvements

Purpose & Need:

Montezuma Road is a wide, high-volume street that hosts an abundance of student life including Greek housing, the Chabad House (part of the Jewish Student Life of San Diego), residence halls, and apartment complexes. Many of these housing units are on opposing sides of the street and results in jaywalking. One pedestrian fatality was recorded in the past five years on this corridor to the east of Rockford Drive on Montezuma Road. Pedestrian trips are also frequent to and from the Aztec Student Union on the SDSU campus, which is located a few blocks north of Montezuma Road on College Avenue. The intersection of Montezuma Road / College Avenue and Montezuma Road / Rockford Drive is a hub for pedestrian activity and provides access to the college campus as well as many eateries. This project proposes recommendations to improve pedestrian safety at the intersections.

Montezuma Rd at Rockford Dr

Montezuma Rd at College Avenue

Recommendations:

Implement measures to restrict access to Rockford Drive to improve pedestrian safety along Montezuma Road. Implement pedestrian crossing enhancements at College Avenue due to frequent pedestrian trips. The table below summarizes the potential improvements.

Table C-6: Montezuma Road at College Avenue and at Rockford Drive Intersection Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Montezuma Road at College Avenue	1) Replace existing pedestrian heads with countdown timers.	S, W	Decrease potential for pedestrians to start walking at the end of pedestrian phase	$24,000
Montezuma Road at Rockford Drive	2) Extend raised median to the east, past Rockford Drive.	S	Restrict left turns in and out of Rockford Drive to improve safety at intersection	$22,500
	3) Install "No Pedestrian Crossing" signs on median at Rockford Drive.	S	Direct pedestrians to cross Montezuma Road at College Avenue	$500
	4) Reimplement southwest corner and install ADA compliant curb ramps.	S, W	Reduce crossing distance and reduce vehicular turning speed	$21,000
TOTAL ESTIMATED COST				**$68,000**

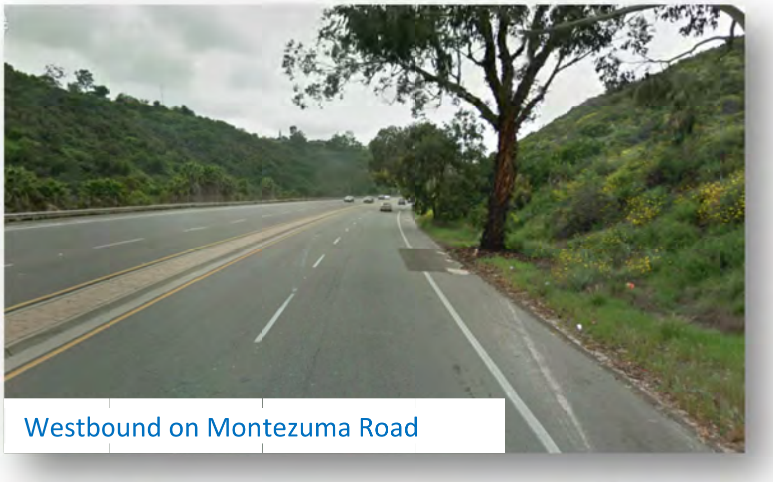
[1] A = Accessibility S = Safety C = Connectivity W = Walkability

Improvement Area C-7:

Montezuma Road Multi-use Trail Feasibility Assessment (West of Collwood Boulevard to 54th Street)

Purpose & Need:

This segment of Montezuma Road connects the College Area community to the communities of Kensington and Talmadge as well as Grantville. The community has initiated a plan to add a multi-use path along the north side of Montezuma Road to improve pedestrian and bicycle connectivity. The segment currently has sidewalk on the south side and bicycle lanes on both sides. This project would assess the feasibility of installing a multi-use trail on the north side of the street.



Westbound on Montezuma Road

Recommendations:

Pedestrian and bicycle connectivity would be improved by implementing a multi-use path along Montezuma Road. Feasibility assessment is recommended to evaluate the potential impacts, costs, and constraints associated with the proposed plan of installing a multi-use trail.

Share The Road sign on Montezuma Road before Fairmount

Table C-7: Montezuma Rd Multi-Use Trail Feasibility Assessment (W. of Collwood Blvd to 54th St)

Location	Description	Goal (1)	Objective	Est. Cost
Montezuma Road West of Collwood Blvd. to 54th Street)	Conduct a feasibility assessment and preliminary design for multi-use trail.	C, W	Improve connectivity and recreational amenities in the community	$350,000
TOTAL ESTIMATED COST				**$350,000**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-8:

70th Street Transit Access Improvements

Purpose & Need:

70th Street connects the College Area neighborhoods to the Trolley station located west of 70th Street on Alvarado Road. There are missing or incomplete sidewalks along 70th Street between El Cajon Boulevard and Alvarado Road. Crossing 70th Street is challenging due to speed of traffic, lack of gaps, and topography. This project would assess the feasibility of completing the sidewalks and improving the visibility of pedestrians at the intersection of 70th Street / Saranac Street. Improved street lights, curb extensions, and other pedestrian features are needed to improve overall walkability.

Recommendations:

Improve access to transit and connectivity by completing sidewalk and evaluating additional improvements for pedestrian visibility. The table below provides potential improvements in this improvement area.

West side of 70th Street

70th Street south of Alvarado Road

Table C-8: 70th Street Transit Access Improvements

Location		Description	Goal (1)	Objective	Est. Cost
70th Street	1)	Conduct a feasibility study to evaluate ROW issue associated with completing missing sidewalks.	A, C	Improve connectivity and access to transit	$50,000
70th Street / Saranac Street	2)	Evaluate for the installation of a traffic signal.	A, S	Improve circulation of pedestrians crossing to transit stop with a pedestrian phase at signal	$5,000
Alvarado Road	3)	Implement new sidewalk on Alvarado Road west of 70th Street.	C, W	Provide connected pedestrian path of travel	$630,000
TOTAL ESTIMATED COST					**$685,000**

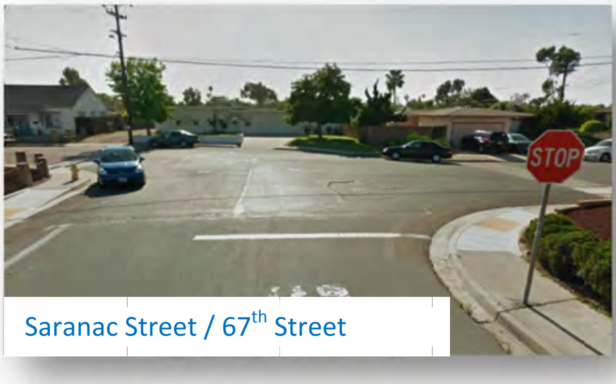
(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-9:

Saranac Street Safety Improvements (Reservoir Lane to 70th Street)

Purpose & Need:

This section of Saranac Street runs through a residential area with fronting homes and provides access to Harriet Tubman Village Charter School. Residents expressed concern about the lack of street lights, high traffic speeds, and pedestrian safety. Currently vehicles have an uncontrolled path of travel east to west with no stop signs or signals along Saranac Street from 67th Street to 70th Street. Speed humps have been installed on Saranac Street to help reduce traffic speeds. A speed survey should be conducted to determine the existing traffic speed on the road and a traffic calming plan should be developed to reduce speeds to 25 mph.



Saranac Street / 67th Street

Saranac Street / 69th Street

Recommendations:

Conduct a speed survey to determine existing traffic speed on road. A traffic calming plan should be designed to reduce traffic speeds to 25 mph. Since speed humps have been installed, it is anticipated that horizontal deflection may be needed to further reduce travel speeds. The table below provides potential improvements for this improvement area.

Table C-9: Saranac Street Safety Improvements (Reservoir Lane to 70th Street)

Location	Description	Goal (1)	Objective	Est. Cost
Saranac Street (Reservoir Lane to 70th Street)	1) Conduct speed survey and traffic calming assessment.	S	Identify traffic calming tools to maintain 25 mph speed	$20,000
	2) Install traffic calming as identified in traffic calming assessment west of 68th Street.	S	Maintain consistent 25 mph travel speed in Saranac Street	$40,000
Saranac Street / 69th Street	3) Implement curb extensions with ADA compliant curb ramps.	S, W	Reduce vehicle turning speeds and reduce pedestrian crossing distance at skewed intersection	$36,000
Saranac Street	4) Install a marked school crosswalk across south leg.	C	Improve school walkability and safety	$750
TOTAL ESTIMATED COST				**$96,750**

(1) A = Accessibility
S = Safety
C = Connectivity
W = Walkability

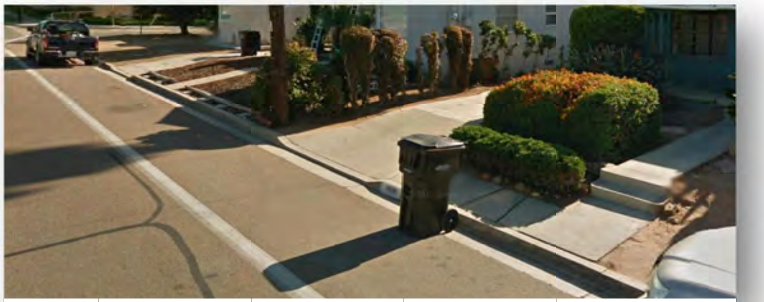
Improvement Area C-10:

67th Street Safety and Connectivity Improvements (El Cajon Boulevard to Mohawk Street)

Purpose & Need:

This segment of 67th Street connects the residential area to surrounding commercial uses. Residents expressed concern existing sidewalk conditions such as gaps in the sidewalk which result in non ADA compliant conditions, as well as missing curb ramps along routes between residential and commercial areas. In order to improve pedestrian safety and connectivity, feasibility of implementing a raised marked crosswalk on the north leg of 67th Street / Mohawk Street intersection should be evaluated. The gap in the sidewalk on the east side of 67th Street should be implemented to provide a continuous path of travel.

67th Street / Mohawk



67th Street south of Saranac Street

Recommended Improvements:

Complete sidewalks and evaluate feasibility of new marked crosswalk to provide a contiguous ADA compliant connection between residential and commercial uses. The table below provides potential improvements that should be considered.

Table C-10: 67th Street Safety and Connectivity Improvements (El Cajon Boulevard to Mohawk Street)

Location	Description	Goal [1]	Objective	Est. Cost
67th Street (El Cajon Boulevard to Saranac Street)	1) Implement missing sidewalk south of Mohawk Street with ADA compliant curb ramps.	A,C	Provide ADA compliant walkway on east side of 67th Street	$37,500
	2) Missing southwest north of Mohawk St. on west side of 67th St to Saranac St. with ADA compliant curb ramps	A	Provide ADA compliant walkway	$34,500
67th Street / Mohawk Street	3) Evaluate the feasibility of installing a raised enhanced crosswalk on Mohawk St. with ADA compliant curb ramps.	A, S	Improve pedestrian visibility, accessibility, and safety	$8,500
TOTAL ESTIMATED COST				**$80,500**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Kensington/Talmadge Pedestrian Plan

Pedestrian Master Plan – Phase 4

Kensington/Talmadge Area Description

The Kensington-Talmadge Community lies in the northern reaches of the Mid-City area, generally north of El Cajon Boulevard, east of I-15, south of I-8/Montezuma Road, and west of Collwood Boulevard. The Kensington and Talmadge neighborhoods are physically separated by canyons that are traversed by Fairmount Avenue, generally running north/south, and Aldine Drive which crosses Fairmount in a northwest/southwest direction and connects to Adams Avenue in Kensington and Monroe Avenue in Talmadge.

The predominant street pattern is a grid, interrupted by the canyons. At the southern edge of the community, El Cajon Boulevard connects the Kensington and Talmadge neighborhoods.

Kensington's first subdivision dates to 1910 and the neighborhood is recognized for its historic character. It is a narrow peninsula isolated on three sides by steep slopes, much of which is dedicated open space. Kensington offers a miniature "Main Street" along Adams Avenue, complete with coffee shops, restaurants, a branch library and the regionally famous Ken Theatre.

Talmadge, to the east, is also surrounded by canyons. It was established in 1925 and is home to the Talmadge Gates Historical District. The neighborhood is comprised of a mixture of single-family homes and mid- to large apartment complexes. Talmadge has a Maintenance Assessment District (TMAD) that was established in 2001 for the purpose of improving the public right-of-way with landscaping, ornamental lighting and traffic calming devices. As part of this beautification effort, Talmadge planted more than 400 trees along its streets.

Community Outreach

The project was presented to the Kensington/Talmadge Planning Group in September 2012. At that time, the Focus Area was presented and community members were encouraged to complete Walk Audits and the Online Survey. One on-line survey was completed online for the Kensington/Talmadge Community.

Kensington/Talmadge Area residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. The survey feedback collected was specific to each community. Open House participants returned a total of 41 survey forms, including 12 for the Kensington/Talmadge Community.

Open House surveys for Kensington/Talmadge indicated that the respondents did not feel strongly one way or another about the identified Improvement Areas or recommended improvements, but they did make suggestions as follows. Improving the Monroe/Euclid intersection and the segment of Monroe west of that intersection to Aldine and Menlo was the priority mentioned the most times, followed by being able to walk (and bike) between Kensington and Talmadge. Improvements to Aldine Drive were mentioned often in support of these other priorities—creating a connection between Kensington and Talmadge, and improving pedestrian conditions near the Euclid/Monroe intersection. Fairmount Avenue was another priority location for improvements.

Inventory of Missing Sidewalks and Curb Ramps

The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions, pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in **Exhibit KT-1**.

Route Types

All roadways within the Kensington/Talmadge Community were defined based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in Kensington/Talmadge: District, Corridor, Connector and Neighborhood. **Exhibit KT-2** illustrates the Route Type Classifications defined within the Kensington/Talmadge Community.

District: A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

Connector: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Neighborhood: A neighborhood sidewalk is limited to areas of lower density and single use residential areas.

Focus Areas

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within the Kensington/Talmadge Community. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the Kensington/Talmadge Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas were refined as a result of the existing conditions needs assessment and input from the community. **Exhibit KT-3** illustrates the Kensington/Talmadge Focus Area routes.

Improvement Areas

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the Kensington/Talmadge Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another. Corridor improvements focus on improvements either along a roadway or through a series of intersections.

For the Kensington/Talmadge Community, six Improvement Areas were defined, which are illustrated in **Exhibit KT-4** and summarized in the table on the following page. Following the exhibit and table, recommendations for each Improvement Area are described in detail.

Priority Score

The Improvement Areas and recommended projects within each improvement area were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.

Improvement Area Recommendations

Improvement Area	Recommendations	Priority Score
KT-1 **Adams Avenue Walkability Improvements** **(Terrace Drive to 42nd Street)**	Conduct a Mobility Study and consider improvements that will enhance the pedestrian environment through streetscape and lighting. Improve walkability and connectivity to transit stops by evaluating and installing traffic calming measures. Consider installation of a roundabout at Marborough Drive.	**20**
KT-2 **El Cajon Boulevard Corridor Mobility Study** **(41st Street to Marcellena Road)**	Prepare a comprehensive Corridor Mobility Study that addresses pedestrian access (including access to transit), bicycle facilities, and vehicular circulation. Improvements at El Cajon Boulevard / Euclid Avenue and at El Cajon Boulevard / 50th Street should be implemented in advance of the Corridor Mobility Study to address existing walkability issues.	**34.5**
KT-3 **El Cajon Boulevard / Central Avenue Intersection Improvements**	Implement improvements that address driver awareness of pedestrians and improve visibility near I-15 on-ramp. Improvements will also reduce pedestrian crossing distance.	**12**
KT-4 **Aldine Drive Connectivity Improvements**	Improve connectivity between Kensington and Talmadge and to trolley stations to north. Conduct speed survey to identify 85th percentile speed and identify potential traffic calming measures to reduce speeds to 25 mph.	**5**
KT-5 **Fairmount Avenue Connectivity Improvements**	Complete pedestrian connection from Talmadge Canyon to Meade by implementing sidewalk on east side of Fairmount Ave.	**10**
KT-6 **Monroe Avenue / Euclid Avenue Intersection Improvements**	Implement improvements that will enhance pedestrian safety by reducing crossing distances and creating buffers from vehicles. Improve access at intersection by evaluating realignments and restriping crosswalks.	**10**

Exhibit KT-1: Missing Sidewalk and Curb Ramps

San Diego Pedestrian Master Plan Phase 4: **College Area - Kensington-Talmadge**

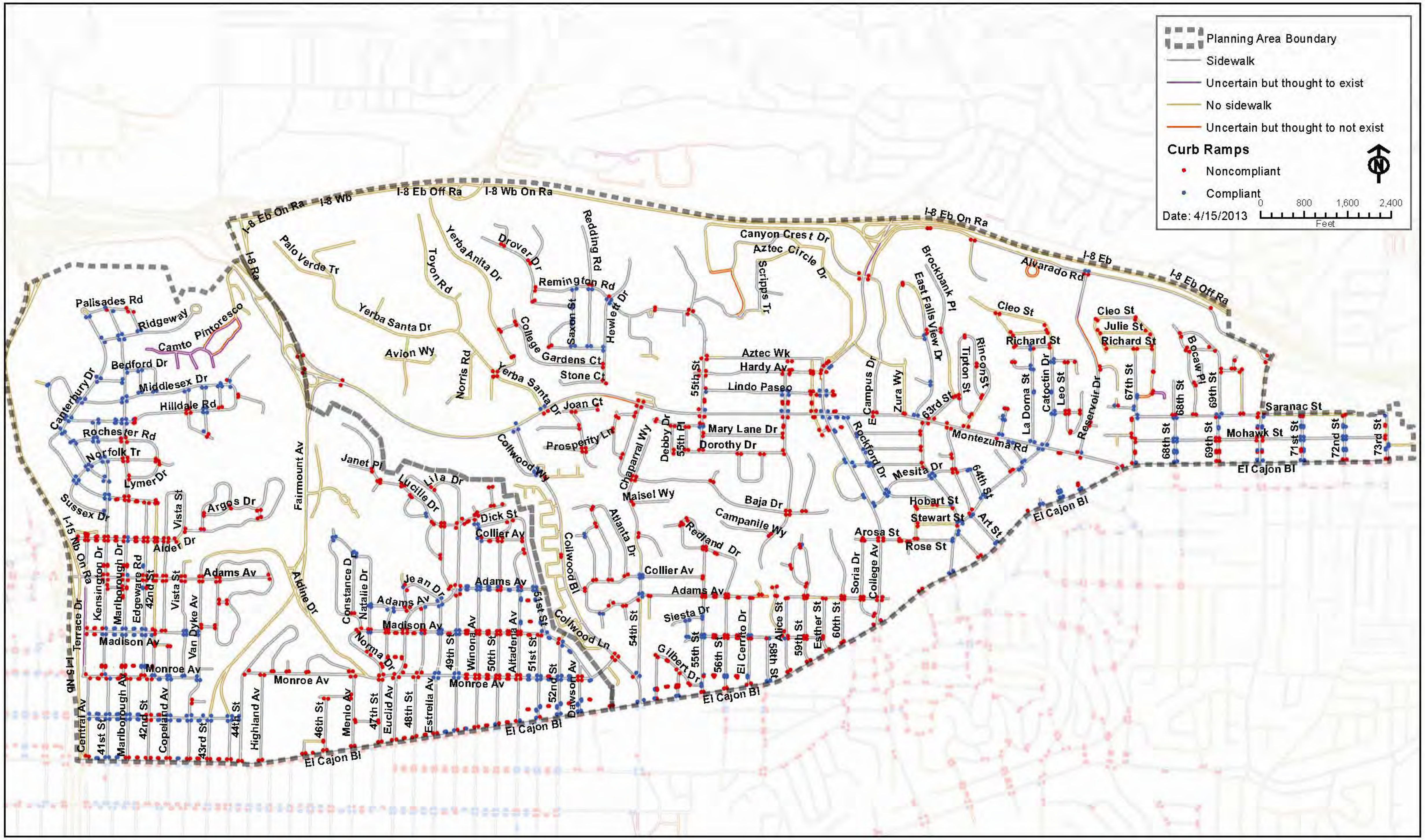


Exhibit KT-2: Route Type Classifications

San Diego Pedestrian Master Plan Phase 4: **College Area - Kensington-Talmadge**

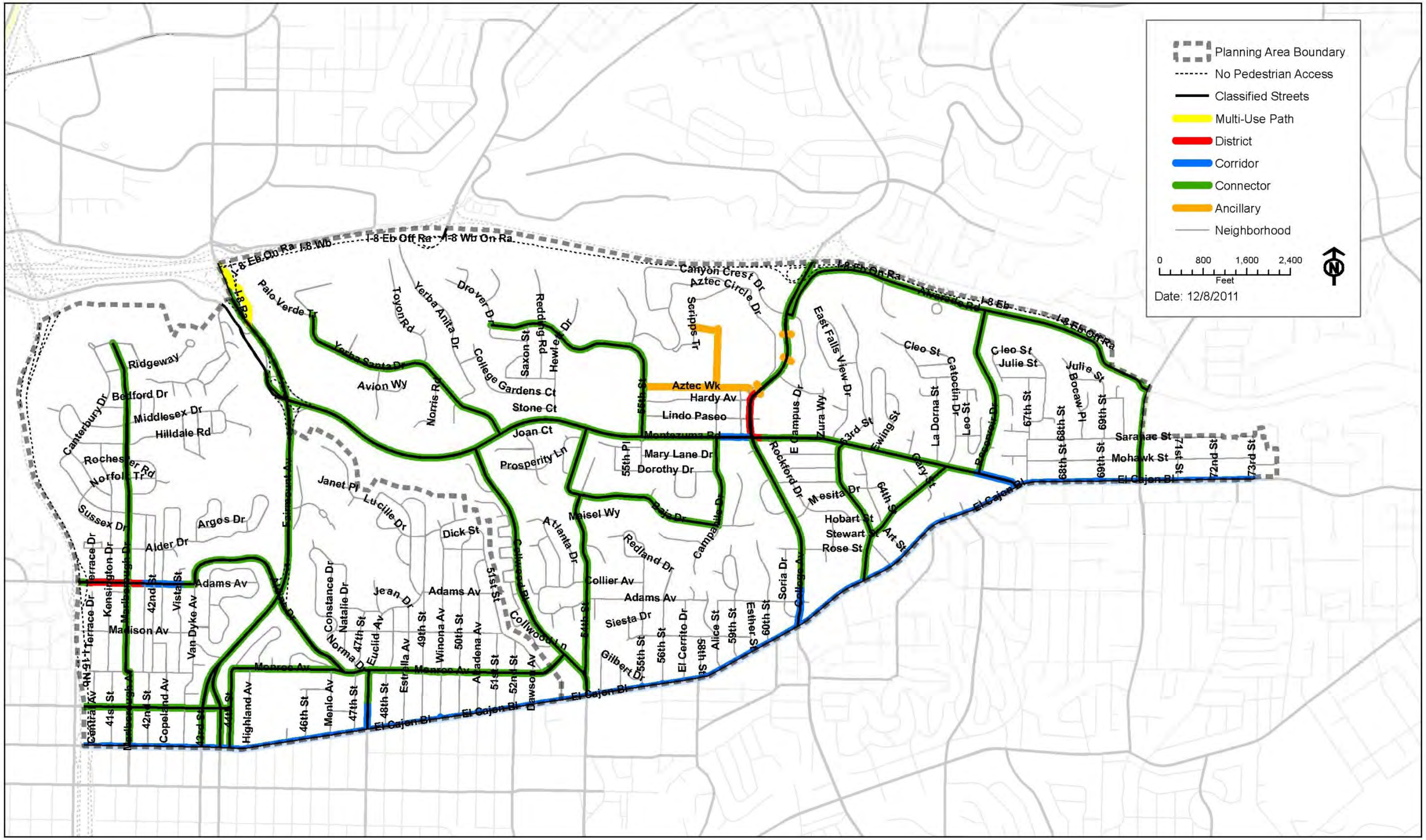


Exhibit KT-3: Focus Area

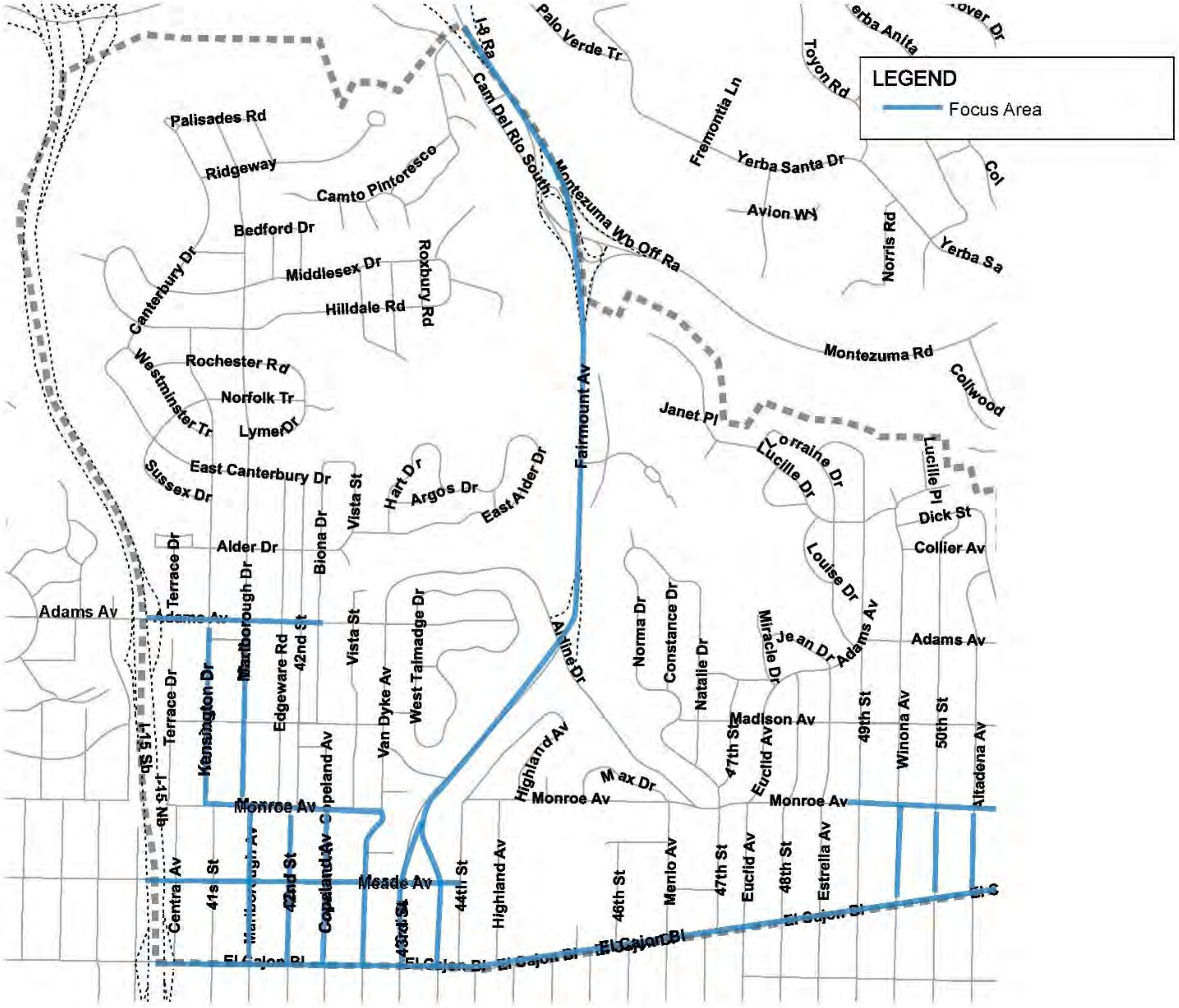
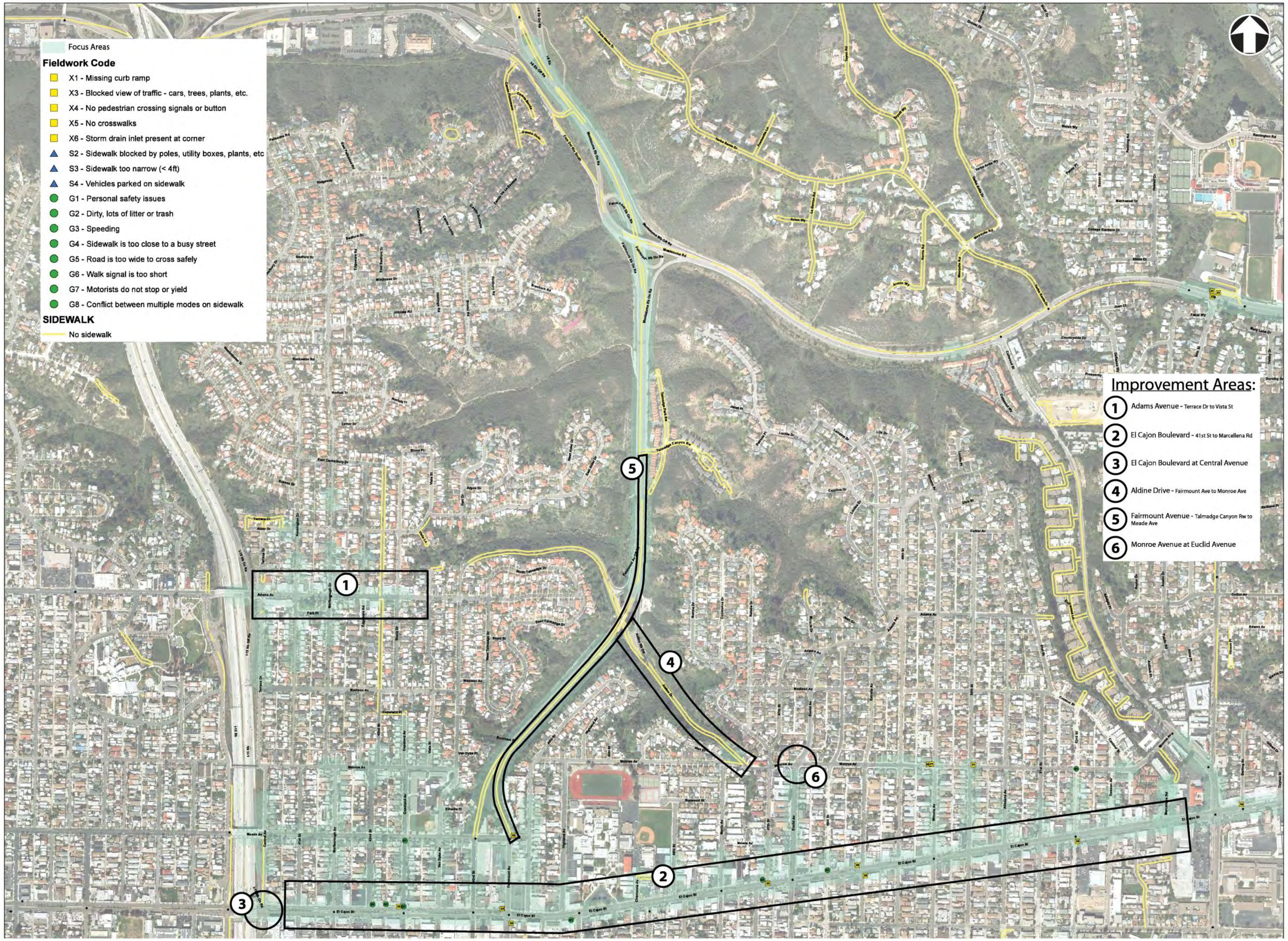
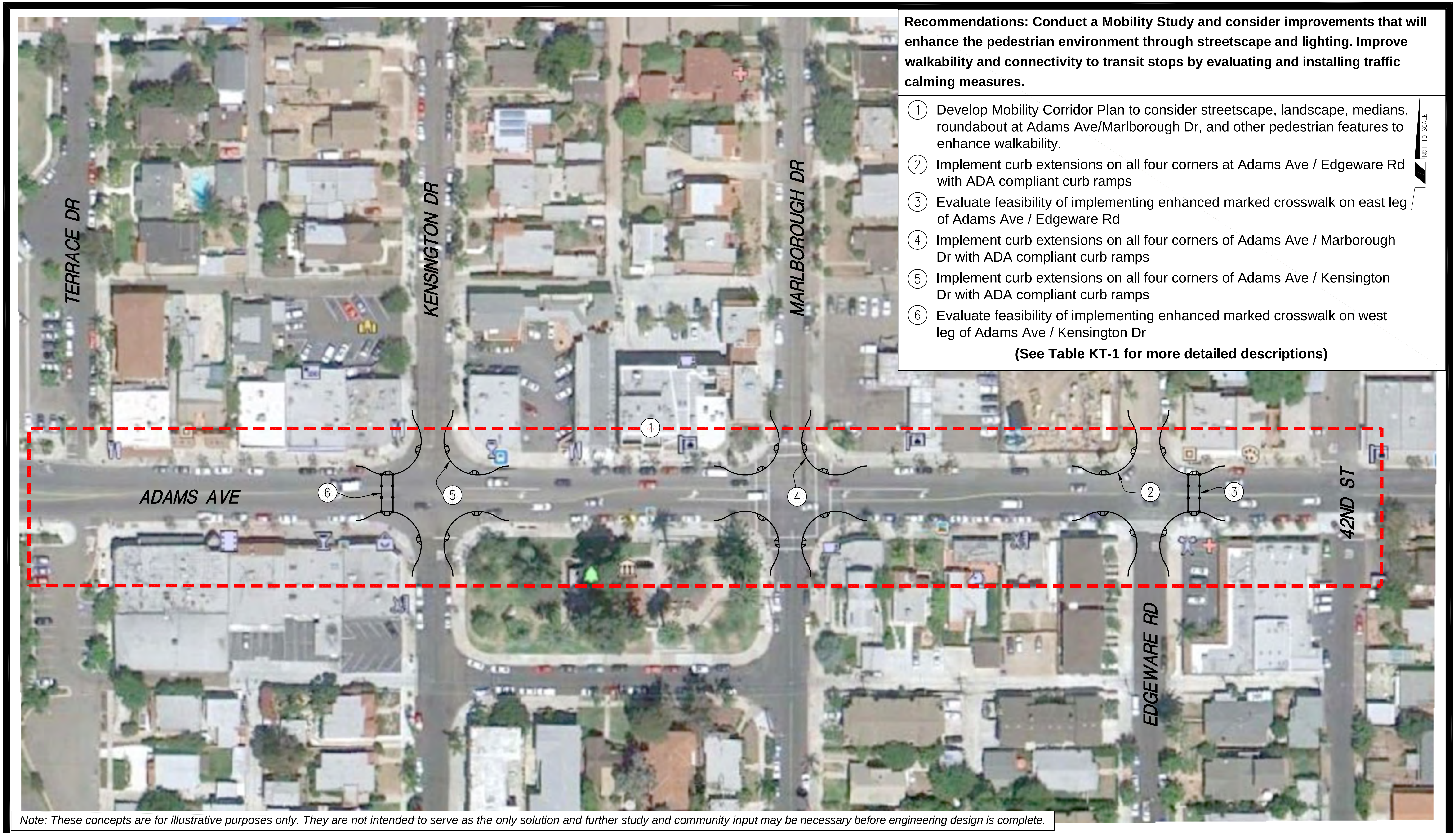


Exhibit KT-4: Improvement Areas


Focus Areas
Fieldwork Code
X1 - Missing curb ramp
X3 - Blocked view of traffic - cars, trees, plants, etc.
X4 - No pedestrian crossing signals or button
X5 - No crosswalks
X6 - Storm drain inlet present at corner
S2 - Sidewalk blocked by poles, utility boxes, plants, etc
S3 - Sidewalk too narrow (< 4ft)
S4 - Vehicles parked on sidewalk
G1 - Personal safety issues
G2 - Dirty, lots of litter or trash
G3 - Speeding
G4 - Sidewalk is too close to a busy street
G5 - Road is too wide to cross safely
G6 - Walk signal is too short
G7 - Motorists do not stop or yield
G8 - Conflict between multiple modes on sidewalk
SIDEWALK
No sidewalk
Improvement Areas:
① Adams Avenue - Terrace Dr to Vista St
② El Cajon Boulevard - 41st St to Marcellena Rd
③ El Cajon Boulevard at Central Avenue
④ Aldine Drive - Fairmount Ave to Monroe Ave
⑤ Fairmount Avenue - Talmadge Canyon Rw to Meade Ave
⑥ Monroe Avenue at Euclid Avenue
1
2
3
4
5
6



Recommendations: Conduct a Mobility Study and consider improvements that will enhance the pedestrian environment through streetscape and lighting. Improve walkability and connectivity to transit stops by evaluating and installing traffic calming measures.

① Develop Mobility Corridor Plan to consider streetscape, landscape, medians, roundabout at Adams Ave/Marlborough Dr, and other pedestrian features to enhance walkability.

② Implement curb extensions on all four corners at Adams Ave / Edgeware Rd with ADA compliant curb ramps

③ Evaluate feasibility of implementing enhanced marked crosswalk on east leg of Adams Ave / Edgeware Rd

④ Implement curb extensions on all four corners of Adams Ave / Marborough Dr with ADA compliant curb ramps

⑤ Implement curb extensions on all four corners of Adams Ave / Kensington Dr with ADA compliant curb ramps

⑥ Evaluate feasibility of implementing enhanced marked crosswalk on west leg of Adams Ave / Kensington Dr

(See Table KT-1 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA KT-1

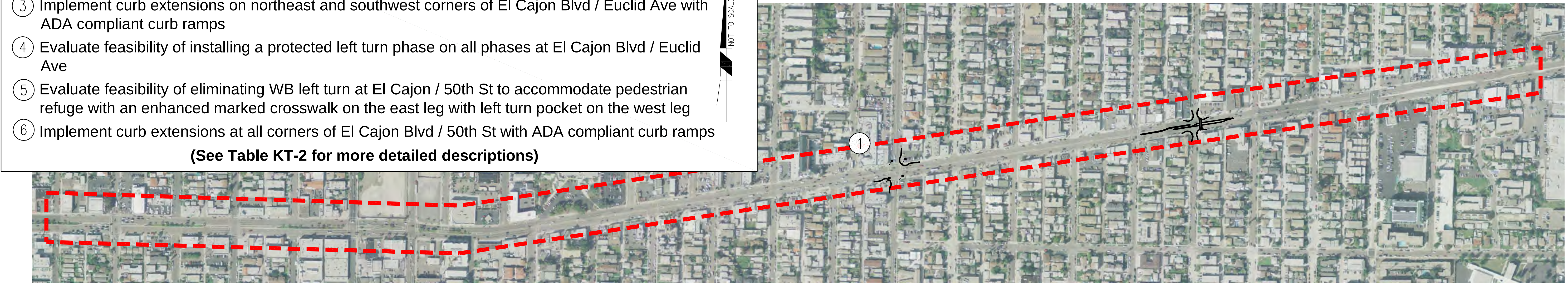
Adams Avenue Walkability Improvements

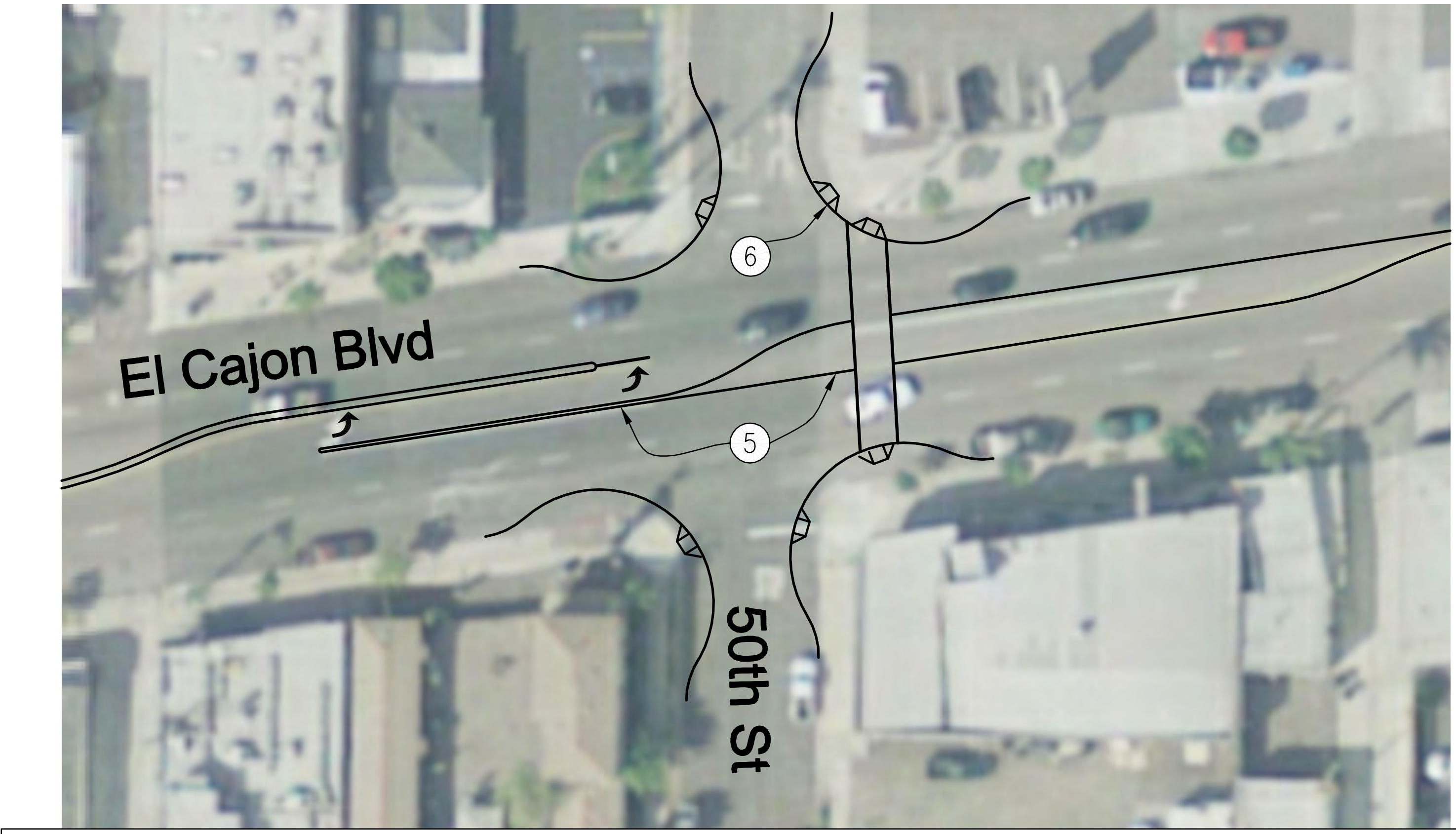
Pedestrian Master Plan - Phase 4

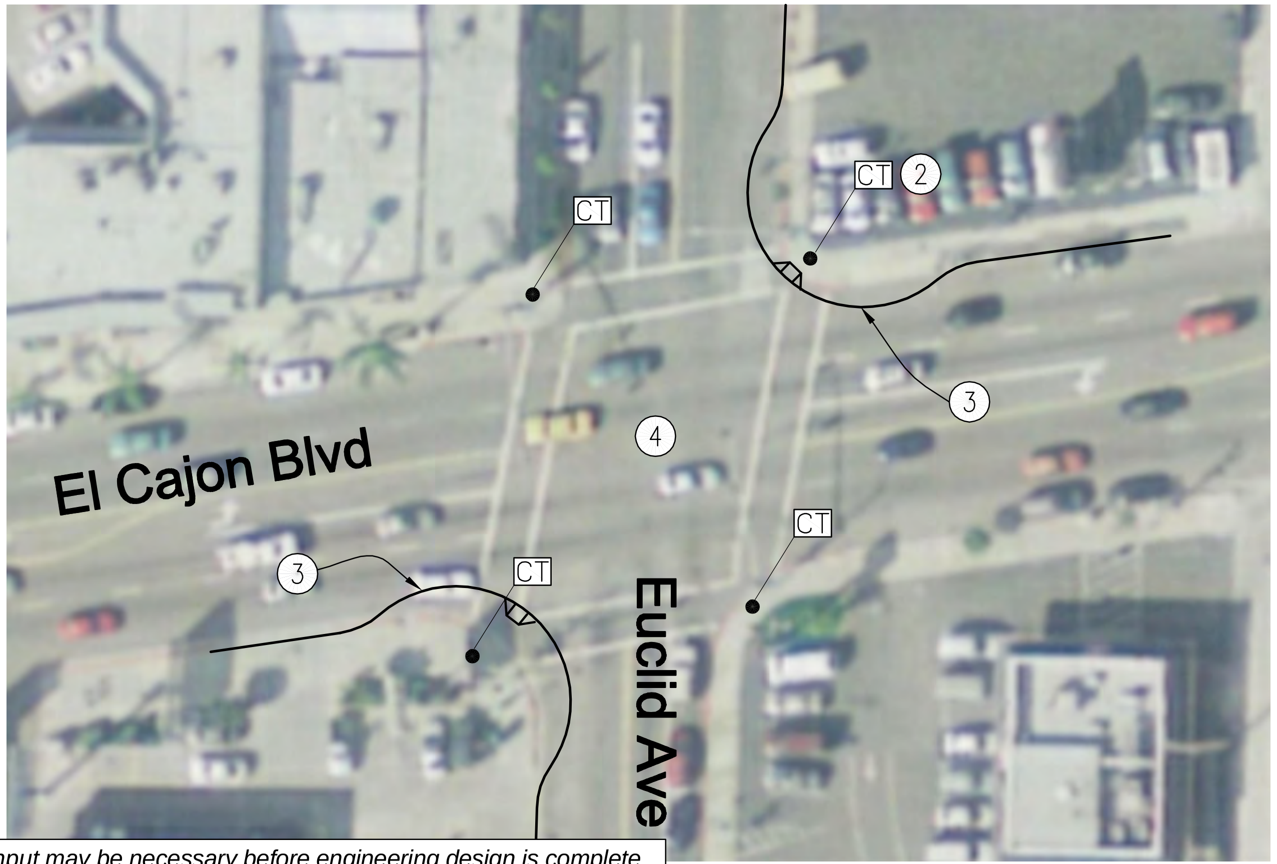
Recommendations: Prepare a comprehensive Corridor Mobility Study that addresses pedestrian access (including access to transit), bicycle facilities and vehicular circulation. Improvements at El Cajon Boulevard / Euclid Avenue and at El Cajon Boulevard / 50th Street should be implemented in advance of the Corridor Mobility Study to address existing walkability issues.

① Conduct Corridor Mobility Study along corridor
② Replace existing pedestrian heads with countdown timers (CT) at El Cajon Blvd / Euclid Ave
③ Implement curb extensions on northeast and southwest corners of El Cajon Blvd / Euclid Ave with ADA compliant curb ramps
④ Evaluate feasibility of installing a protected left turn phase on all phases at El Cajon Blvd / Euclid Ave
⑤ Evaluate feasibility of eliminating WB left turn at El Cajon / 50th St to accommodate pedestrian refuge with an enhanced marked crosswalk on the east leg with left turn pocket on the west leg
⑥ Implement curb extensions at all corners of El Cajon Blvd / 50th St with ADA compliant curb ramps

(See Table KT-2 for more detailed descriptions)







Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA KT-2

El Cajon Boulevard Corridor Mobility Study

Pedestrian Master Plan - Phase 4

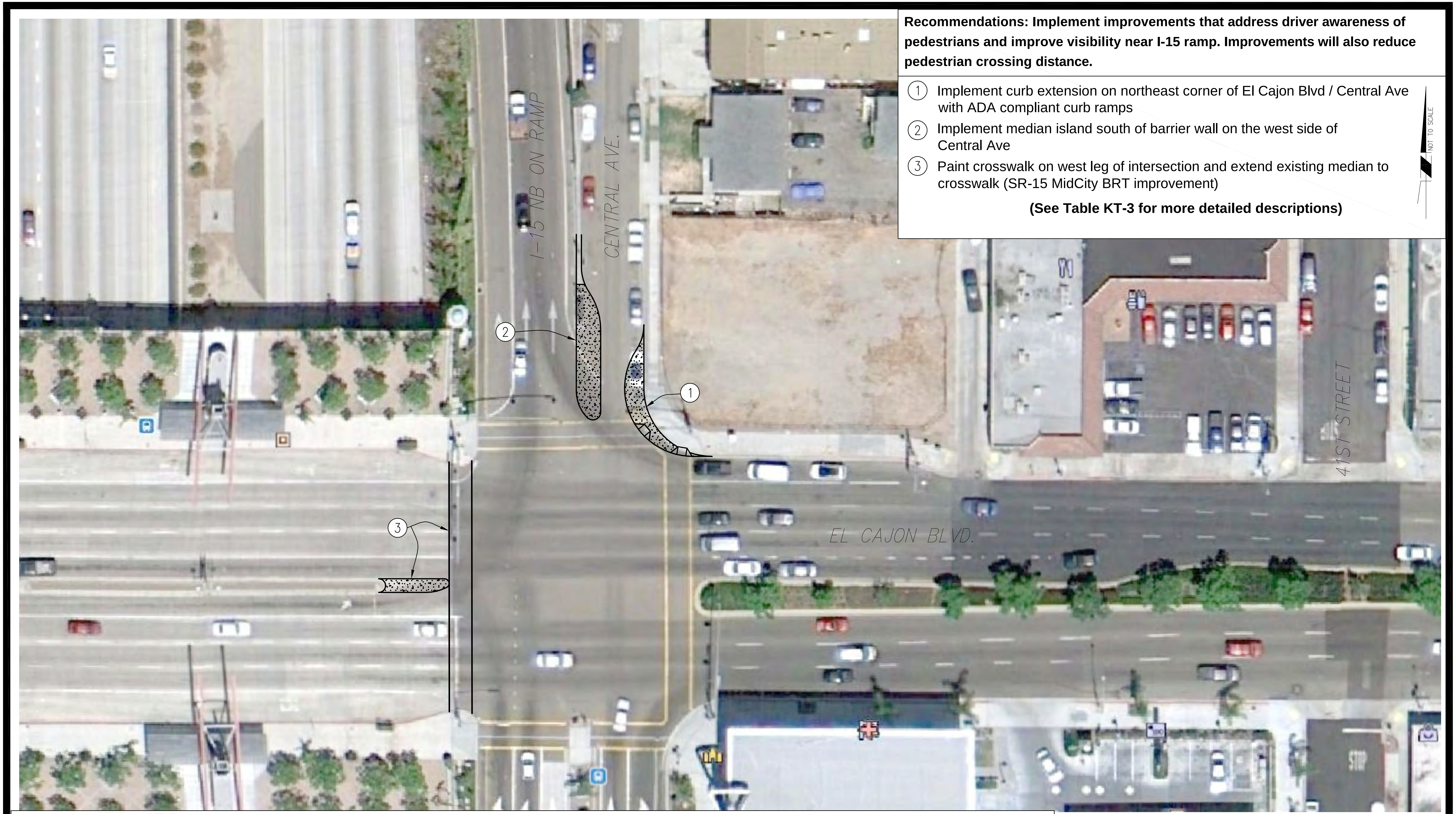
Recommendations: Implement improvements that address driver awareness of pedestrians and improve visibility near I-15 ramp. Improvements will also reduce pedestrian crossing distance.

① Implement curb extension on northeast corner of El Cajon Blvd / Central Ave with ADA compliant curb ramps

② Implement median island south of barrier wall on the west side of Central Ave

③ Paint crosswalk on west leg of intersection and extend existing median to crosswalk (SR-15 MidCity BRT improvement)

(See Table KT-3 for more detailed descriptions)

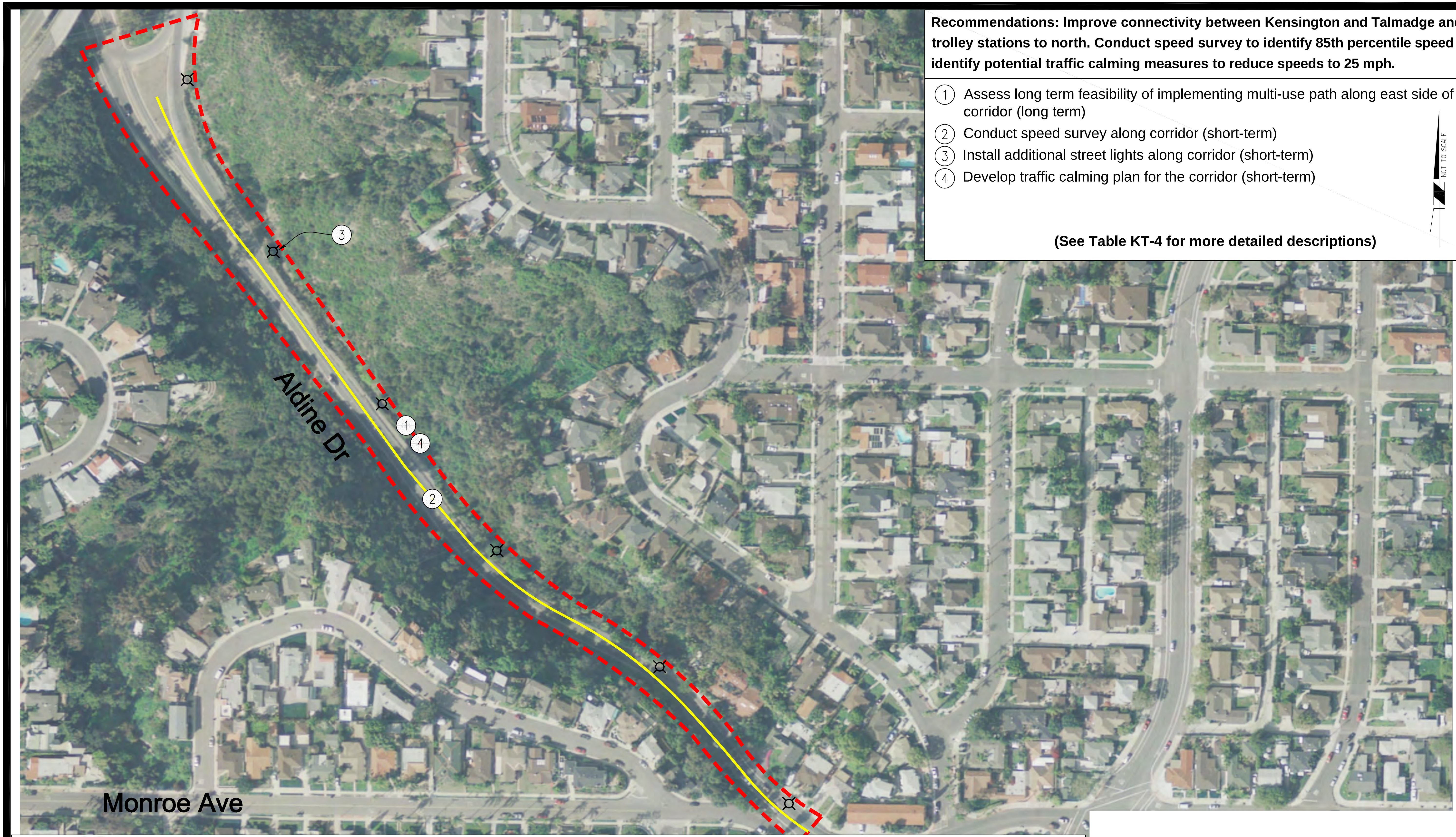


Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA KT-3

El Cajon Boulevard / Central Avenue Intersection Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Improve connectivity between Kensington and Talmadge and to trolley stations to north. Conduct speed survey to identify 85th percentile speed and identify potential traffic calming measures to reduce speeds to 25 mph.

① Assess long term feasibility of implementing multi-use path along east side of corridor (long term)
② Conduct speed survey along corridor (short-term)
③ Install additional street lights along corridor (short-term)
④ Develop traffic calming plan for the corridor (short-term)

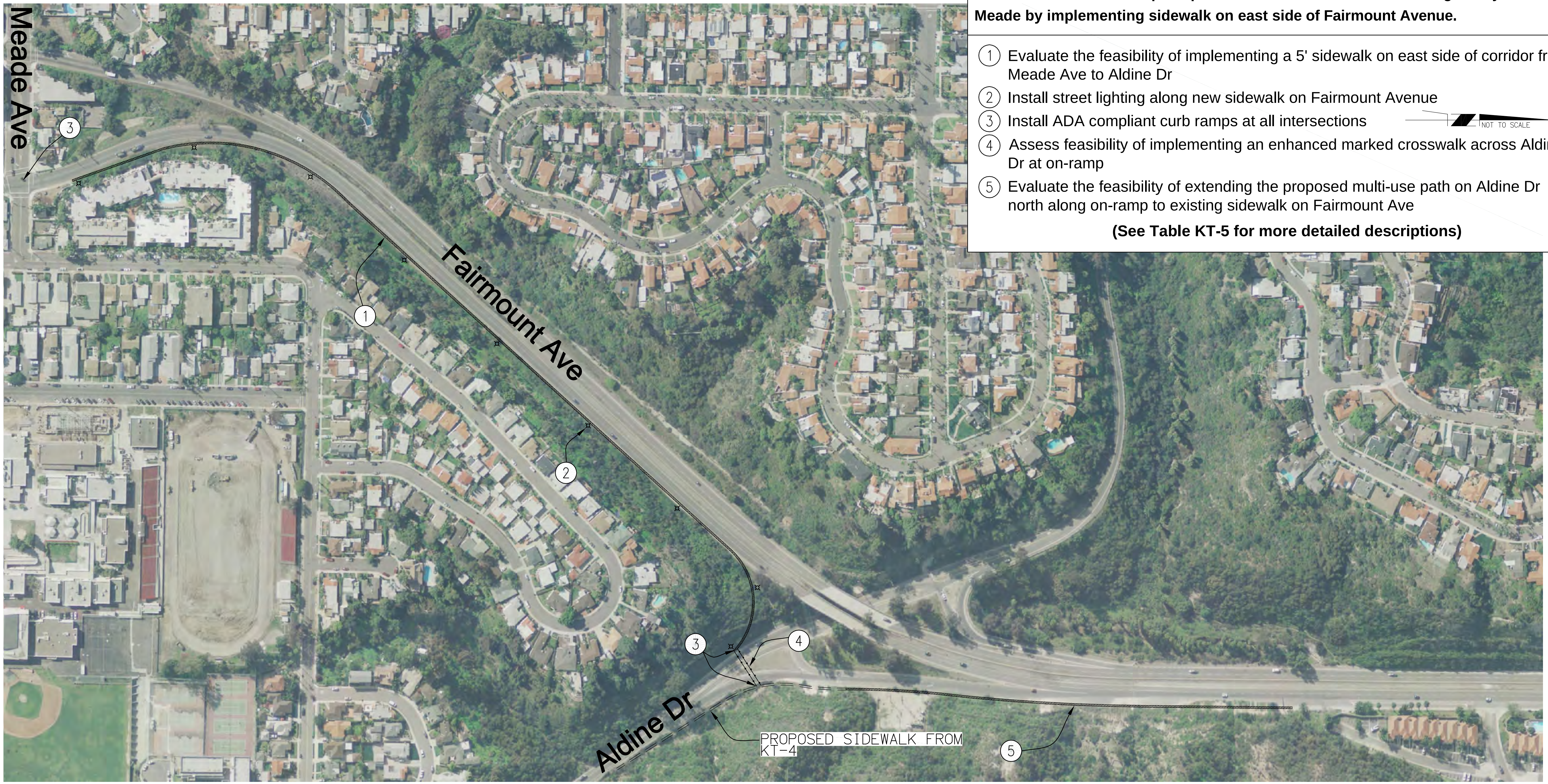
(See Table KT-4 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA KT-4

Aldine Drive Connectivity Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Complete pedestrian connection from Talmadge Canyon to Meade by implementing sidewalk on east side of Fairmount Avenue.

① Evaluate the feasibility of implementing a 5' sidewalk on east side of corridor from Meade Ave to Aldine Dr

② Install street lighting along new sidewalk on Fairmount Avenue

③ Install ADA compliant curb ramps at all intersections

④ Assess feasibility of implementing an enhanced marked crosswalk across Aldine Dr at on-ramp

⑤ Evaluate the feasibility of extending the proposed multi-use path on Aldine Dr north along on-ramp to existing sidewalk on Fairmount Ave

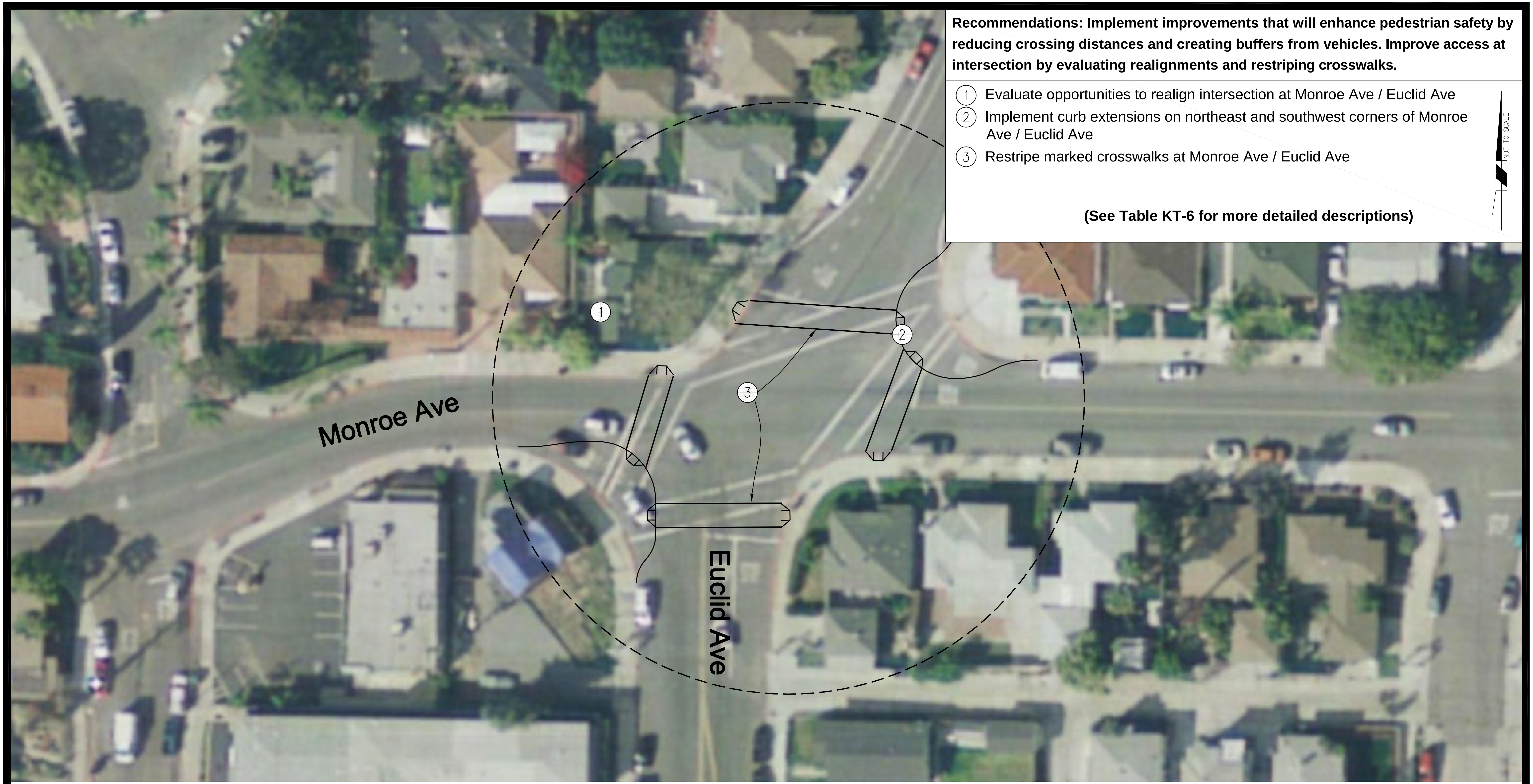
(See Table KT-5 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA KT-5

Fairmount Avenue Connectivity Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Implement improvements that will enhance pedestrian safety by reducing crossing distances and creating buffers from vehicles. Improve access at intersection by evaluating realignments and restriping crosswalks.

① Evaluate opportunities to realign intersection at Monroe Ave / Euclid Ave

② Implement curb extensions on northeast and southwest corners of Monroe Ave / Euclid Ave

③ Restripe marked crosswalks at Monroe Ave / Euclid Ave

(See Table KT-6 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

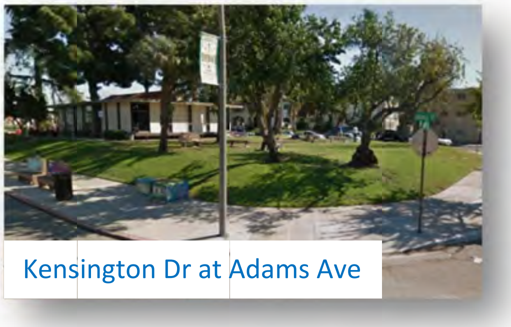
IMPROVEMENT AREA KT-6

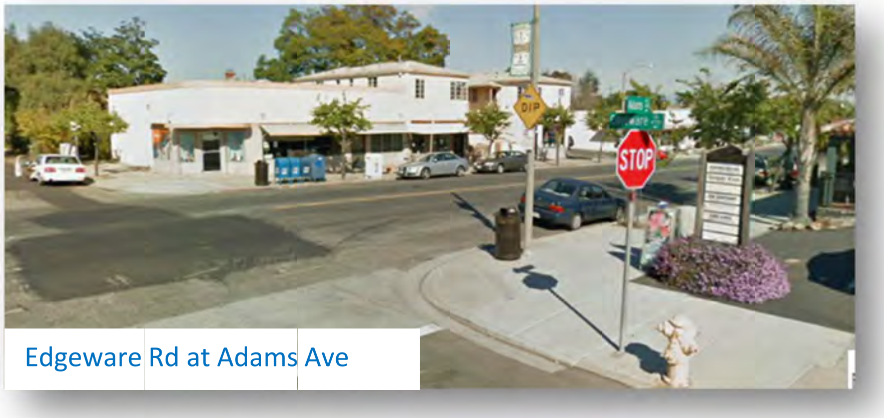
Monroe Avenue / Euclid Avenue Intersection Improvements

Improvement Area KT-1:

Adams Avenue Walkability Improvements (Terrace Drive to 42nd Street)

Purpose & Need:


Kensington Dr at Adams Ave


Edgeware Rd at Adams Ave

This segment of Adams Avenue is a two-lane road with a posted speed limit of 25 mph. This commercial area includes retail shops, Kensington Park, and the Kensington Library. There is on-street parking along the corridor and sidewalks on both sides of the street. MTS Route 11 bus stops are located at Adams Avenue / Terrace Drive and Adams Avenue / Kensington Drive. Despite the potential for high pedestrian activity, field visits revealed moderate activity. This is in part due to limited pedestrian amenities, lack of marked crosswalks and bus stops that need improvement. There have been two pedestrian involved accidents at the intersection of Adams Avenue and Kensington Street in the past five years. Crossing the corridor is difficult due to the heavy traffic volume and difficulty finding gaps in traffic. Improvements in this area should address safety and connectivity at intersections, bus stop amenities, as well as connectivity on side streets.

Recommendations:

Conduct a Mobility Study and consider improvements that will enhance the pedestrian environment through streetscape and lighting. Improve walkability and connectivity to transit stops by evaluating and installing traffic calming measures. The table below provides potential improvements that should be considered.

Table KT-1: Adams Avenue Walkability Improvements (Terrace Drive to 42nd Street)

Location	Description	Goal (1)	Objective	Est. Cost
Adams Avenue (Terrace Drive to 42nd Street)	1) Develop Comprehensive Mobility Plan to consider streetscape, landscape, roundabouts and walkability improvements.	S,W	Encourage more pedestrian trips by enhancing the walking environment	$350,000
Adams Ave / Edgeware Road	2) Implement curb extensions at all four corners of intersection with ADA compliant curb ramps	S, W	Improve pedestrian visibility and decrease vehicle turning speeds	$80,000
	3) Evaluate the feasibility of implementing enhanced marked crosswalk including highly reflective paint and in pavement flashers on east leg of intersection	A, S	Improve visibility of pedestrians and connectivity to bus stop on north side of street	$18,250
Adams Ave / Marborough Drive	4) Implement curb extensions at all four corners of intersection with ADA compliant curb ramps	S, W	Reduce pedestrian crossing distance and decrease vehicle turning speeds	$80,000
Adams Avenue / Kensington Drive	5) Implement curb extensions at all four corners of intersection with ADA compliant curb ramps	A, S	Reduce pedestrian crossing distance and decrease vehicle turning speeds	$30,000
	6) Evaluate the feasibility of implementing enhanced marked crosswalk including highly reflective paint and in-pavement flashers on west leg of intersection	A, S	Improve visibility of pedestrians and connectivity to bus stop on north side of street	$12,100
TOTAL ESTIMATED COST				**$590,900**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area KT-2:

El Cajon Boulevard Corridor Mobility Study (41st Street to Marcellena Road)

Purpose & Need:

El Cajon Blvd at 50th Street – uncontrolled intersection with bus stop

This segment of El Cajon Boulevard has a posted speed limit of 35 mph with average daily traffic ranging from 30,000 to 33,000 vehicles per day. There is also a 25 mph school zone at 44th Street for Herbert Hoover High School. Short street blocks, high density land use and frequent transit stops support high levels of pedestrian activity along this corridor. A frequent occurrence of mid-block jaywalking demonstrates the lack of pedestrian connectivity at intersections. Many intersections are unsignalized and lack marked crosswalks, making crossing this wide, high-speed street difficult. Key pedestrian issues include improving path of travel, improving access to transit, and improving safety at intersections. A Corridor Mobility Study is recommended for this improvement area to determine potential multimodal improvements for El Cajon Boulevard. To address immediate walkability concerns, improvements at Euclid Avenue and at 50th Street are recommended.

El Cajon Blvd at Euclid – unprotected left turns

Recommendations:

Prepare a comprehensive Corridor Mobility Study that addresses pedestrian access (including access to transit), bicycle facilities, and vehicular circulation. Improvements at El Cajon Boulevard / Euclid Avenue and at El Cajon Boulevard / 50th Street should be implemented in advance of the Corridor Mobility Study to address existing safety and walkability issues. The table below provides potential improvements that should be considered in the near term.

Table KT-2: El Cajon Boulevard Corridor Mobility Study (41st Street to Marcellena Road)

Location	Description	Goal (1)	Objective	Est. Cost
El Cajon Boulevard (41st Street to Marcellena Road)	1) Conduct Corridor Mobility Study	W, A, S, C	Address multimodal issues along the corridor	$350,000
Intersection Improvements:				
El Cajon Boulevard / Euclid Avenue	2) Replace existing pedestrian heads with countdown timers	S	Discourage pedestrians from crossing at end of phase	$24,000
	3) Implement curb extensions on northeast and southwest corner of intersection on Euclid Avenue with ADA compliant curb ramps	S,W	Decrease vehicle turning speed, improve pedestrian visibility, and reduce crossing distance	$57,000
	4) Evaluate the feasibility of installing a protected left turn phase on all approaches	S, W	Reduce pedestrian-vehicle conflicts and reduce cut-through traffic on Aldine Dr.	$2,500
El Cajon Boulevard / 50th Street	5) Evaluate feasibility of eliminating westbound left turn at 50th to accommodate a pedestrian refuge with an enhanced marked crosswalk on the east leg. Continue median to the west with a left turn pocket on west leg.	A, S	Reduce pedestrian-vehicle conflicts and create safe access to transit across El Cajon Blvd	$50,000
	6) Implement curb extensions at all corners of intersection on El Cajon Blvd with ADA compliant curb ramps	S, W	Decrease pedestrian crossing distance and improve pedestrian visibility	$57,000
TOTAL ESTIMATED COST				**$548,500**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area KT-3:

El Cajon Boulevard / Central Avenue Intersection Improvements

Purpose & Need:

Central Avenue is located directly adjacent to the on-ramp for the northbound I-15. Vehicles accelerate around the northeast corner of the intersection in order to enter the on-ramp, but first have to cross the Central Avenue intersection. The north leg of the intersection is difficult for pedestrians to cross due to the width of the intersection, vehicle turning speed and uncertainty in vehicular paths of travel (I-15 or Central Avenue). Pedestrians cross at this location to access the El Cajon Boulevard transit station, access parked vehicles on Central Avenue, and to access businesses on El Cajon Boulevard. Vehicles also use Central Avenue as a cut-through route adding unnecessary vehicular volume to the street.

Central Avenue

Central Avenue at El Cajon Blvd

The SR-15 Mid-City BRT Project will implement improvements at this intersection for the implementation of a future BRT station on the freeway overpass. The proposed improvements recommended in the Pedestrian Master Plan are consistent with or supplement the improvements proposed by the BRT project at this intersection.

Entrance to I-15 NB on-ramp – at Central Avenue

Recommendations:

Implement improvements that address driver awareness of pedestrians and improve visibility near I-15 on-ramp. Improvements will also reduce pedestrian crossing distance. The table below provides potential improvements that should be considered.

Table KT-3: El Cajon Boulevard / Central Avenue Intersection Improvements

Location	Description	Goal (1)	Objective	Est. Cost
El Cajon Boulevard at Central Avenue	1) Implement curb extension on northeast corner of intersection with ADA compliant curb ramps	S	Decrease vehicle turning speed and discourage cut-through traffic	$21,000
	2) Implement median island south of barrier wall on west side of street	S	Create better buffer from freeway on-ramp and decrease vehicle turning speed	$8,000
	3) Paint crosswalk on west leg of intersection and extend existing median to crosswalk (Included in the Mid-City BRT improvement)	A, W	Provide access to and from future BRT Station per I-15 BRT Project recommended improvements	$9,000
TOTAL ESTIMATED COST				**$38,000**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area KT-4:

Aldine Drive Connectivity Improvements

Purpose & Need:

Aldine Drive – no sidewalks

Aldine Boulevard is a two-lane Collector with a posted speed limit of 25 mph. The community has expressed multiple concerns related to walkability along this road. Pedestrians on Aldine Drive walk along the shoulder of the road due to incomplete sidewalks along the corridor. There are no marked crosswalks at the merge with Fairmount Avenue to the north or Monroe Avenue to the south. High-speed traffic and uncontrolled right turning vehicles result in difficult crossing conditions. There is also a lack of street lights along the corridor. This project would reduce traffic speeds along the corridor as well as improve pedestrian connectivity.

Exit to Fairmount Avenue – no pedestrian crossings

Aldine Drive / Monroe Avenue Merge

Recommendations:

Improve connectivity between Kensington and Talmadge and to trolley stations to north. Conduct speed survey to identify 85th percentile speed and identify potential traffic calming measures to reduce speeds to 25 mph. The table below summarizes the potential improvements.

Table KT-4: Aldine Drive Connectivity Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Aldine Drive (Long Term)	1) Assess feasibility of implementing multi-use path along the east side of the corridor	C	Provide missing sidewalk link to connect from Monroe Avenue	$350,000
Aldine Drive (Short Term)	2) Conduct speed survey	S	Determine existing travel speed	$7,500
	3) Install additional street lights along the corridor	S	Improve visibility of pedestrians	$36,000
	4) Develop traffic calming plan to reduce traffic speeds	S,W	Identify measures (horizontal or vertical) to maintain 25 mph travel speed	$20,000
TOTAL ESTIMATED COST				**$413,500**

[1] A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area KT-5:

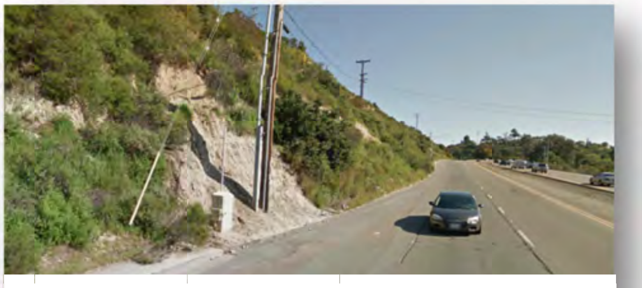
Fairmount Avenue Connectivity Improvements

Purpose & Need:

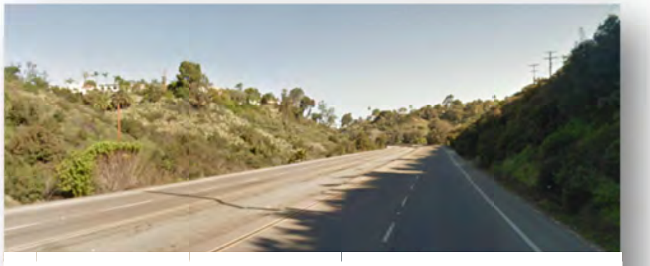
Fairmount Avenue is a four-lane roadway with a striped median and a posted speed limit of 55 mph. There are grade separated interchanges at Montezuma Road and Aldine Drive. MTS transit Routes 11 and 13 travel along Fairmount Avenue with stops at Talmadge Canyon Row, Meade Street and Camino del Rio South. There are no sidewalks along either side of Fairmont Avenue, except for short segments near the bus stops and from Talmadge Canyon Row to Montezuma Row. There are no sidewalk connections along the corridor from Meade Avenue to Talmadge Canyon Row. There are also missing connections between Aldine Drive and Fairmount Avenue. This project would provide pedestrian connectivity along this corridor, including completion of sidewalk to provide connections to the commercial areas on Meade Avenue and the bus stops located along the corridor.

Recommendations:

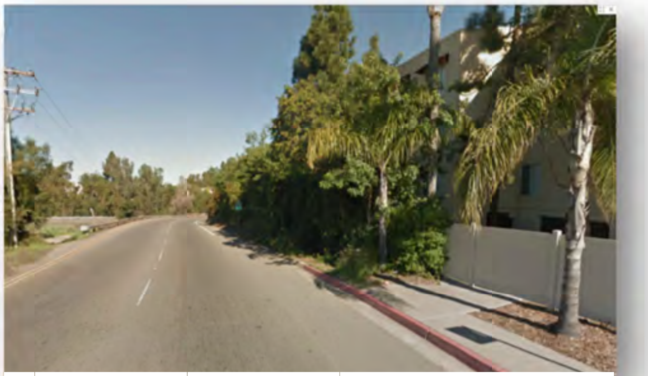
Complete pedestrian connection from Talmadge Canyon to Meade by implementing sidewalk on east side of Fairmount Ave. The table below provides additional improvements that should be considered.



Northbound Fairmount Avenue – discontinuous sidewalk north of Aldine Drive on-ramp



Fairmount Avenue – no sidewalks on either side (grade issues?)



Northbound Fairmount Avenue – sidewalk ends just north of Meade

Table KT-5: Fairmount Avenue Connectivity Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Fairmount Avenue	1) Evaluate the feasibility of implementing a 5’ sidewalk on east side of corridor from Meade Avenue to Aldine Drive	C	Provide pedestrian connection	$350,000
	2) Install street lighting along new sidewalk	S, W	Provide for safe walking environment	$60,000
	3) Install ADA compliant curb ramps at all intersections	A, W	Provide access for all users	$6,000
Fairmount Avenue / Aldine Drive	4) Assess feasibility of implementing an enhanced crosswalk across Aldine Drive on-ramp with pedestrian signal	C, S	Provide connection between proposed sidewalk and Aldine Drive	$18,250
	5) Evaluate the feasibility of extending the proposed multiuse path on Aldine Drive north along the on-ramp to the existing sidewalk on Fairmount Avenue	C, W	Provide connection between Aldine Drive and the bus stop on Fairmount Avenue	$50,000
TOTAL ESTIMATED COST				**$484,250**

[1] A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area KT-6:

Monroe Avenue / Euclid Avenue Intersection Improvements

Purpose & Need:

Monroe Avenue is identified in the Kensington Talmadge Planning Group's list of 2014 Capital Improvement Program project requests. It is referenced as an area of recurring accidents caused by blind spots, congestion, and speeding. According to the Planning Group, walkability is impaired by flooding and sheeting of water during rainstorms resulting in pedestrian safety concerns. This segment of Monroe Avenue is also an important pedestrian connection for surrounding residents to the future YMCA located at Fairmount Avenue / Meade Street. Adult and child pedestrian activity along this route will likely increase following construction of the YMCA.. Intersections in this area have long crossing distances, with high vehicular speeds, and few gaps in traffic. Improvements in this area include modifications to intersection geometries to reduce crossing distances, and enhanced marked crosswalks to improve connectivity and safety for pedestrians.

Recommendations:

Implement improvements that will enhance pedestrian safety by reducing crossing distances and creating buffers from vehicles. Improve access at intersection by evaluating realignments and restriping crosswalks. The table below provides potential improvements that should be considered.

Table KT-6: Monroe Avenue / Euclid Avenue Intersection Improvements

Location	Description	Goal (1)	Objective	Est. Cost
Monroe Avenue / Euclid Avenue	1) Evaluate opportunities to realign intersection to reduce crossing distance	A, S	Reduce crossing distances at this skewed intersection	$50,000
	2) Implement curb extensions on northeast and southwest corners with ADA compliant curb ramps	S	Reduce pedestrian crossing distance, improve visibility of pedestrians and reduce vehicle turning speeds	$54,000
	3) Restripe marked crosswalks to align with legs of intersections and proposed curb extensions	S, W	Straighten to reduce crossing distances and improve visibility	$3,000
TOTAL ESTIMATED COST				**$107,000**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Midway Pedestrian Plan

Pedestrian Master Plan – Phase 4

Midway/Pacific Highway Corridor Community Description

The Midway/Pacific Highway Corridor Community (i.e. Midway) is situated north of the Centre City area between Old Town and Point Loma. Midway encompasses approximately 800 acres of mostly flat land and is comprised of two basic elements: the central Midway area and the narrow, linear-shaped Pacific Highway Corridor.

Central Midway has an urbanized commercial core containing numerous shopping centers and institutional facilities. The area is characterized by wide streets, flat topography, and a varied mixture of flat-roofed large and small commercial buildings. The Pacific Highway Corridor, between Interstate 5 and Lindbergh Field, contains some of the City's oldest industrial areas. The corridor is defined by large scale buildings and unscreened commercial parking lots in the southern portion, and a group of smaller scale, low lying industrial buildings located between Witherby Street and Washington Street in the northern portion.

There are a few multifamily residential complexes located in the western portion of the community, adjacent to the Point Loma area. The planning area is generally characterized by a variety of commercial retail activities, and wide, multi-directional traffic intersections.

Community Outreach

The project was presented to the Midway/Pacific Highway Community Planning Group in May 2012. Midway/Pacific Highway residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. The survey feedback collected was specific to each community. Open House participants returned a total of 41 survey forms, including two for the Midway/Pacific Highway community.

Since Midway-Pacific Highway was going through a community plan update process that began before this project, significant community input related to pedestrian had already been collected and this input was utilized for the pedestrian Master Plan process as well.

Inventory of Missing Sidewalks and Curb Ramps

The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG and the City for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions, pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in Exhibit M-1.

Route Types

All roadways within the Midway Community were classified based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in the Midway Area: District, Corridor, Connector and Neighborhood. Exhibit M-2 illustrates the Route Type Classifications defined within the Midway Community.

District: A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

Connector: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Neighborhood: A neighborhood sidewalk is limited to areas of lower density and single use residential areas.

Focus Areas

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within the Midway Community. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the Midway Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas were refined as a result of the existing conditions needs assessment and input from the community. **Exhibit M-3** illustrates the Midway Focus Area routes.

Improvement Areas

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the Midway Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another. Corridor improvements focus on improvements either along a roadway or through a series of intersections.

For the Midway Community, ten Improvement Areas were defined, which are illustrated in **Exhibit M-4** and summarized in the following table. On the pages following the exhibit and table, recommendations for each Improvement Area are described in detail.

The Pedestrian Master Plan improvement concepts address deficiencies and provide recommendations based largely on existing conditions. It should be noted that the Midway-Pacific Highway community is undergoing a Community Plan Update (CPU) process that is developing a long term vision of the community. The Pedestrian Master Plan contains recommendations that could be implemented in a shorter time frame than many potentially larger-scale projects being considered for the long term as part of the CPU.

Priority Score

The Improvement Areas and recommended projects within each improvement areas were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.

Improvement Area Recommendations

Improvement Area	Recommendations	Priority Score
M-1 **Camino Del Rio and Rosecrans Street Connectivity Study**	Improve pedestrian connectivity, especially at key intersections. Improve walking environment along Kurtz Street, Moore Street, and Jefferson Street.	**23**
M-2 **Kurtz Street Access Improvements (Rosecrans to Pacific Hwy)**	Implement improvements to increase walkability along this corridor.	**12**
M-3 **Enterprise Triangle Connectivity Improvements**	Implement improvements to improve connectivity and walkability along Barnett Avenue and at the Enterprise/Midway intersection.	**15**
M-4 **Pacific Highway at Witherby Street Intersection Improvements**	Improve connectivity from Barnett Avenue to the Pacific Highway corridor.	**14**
M-5 **Lytton Street-Barnett Avenue Corridor Improvements (Rosecrans to Durham Ridge Place)**	Improve pedestrian connectivity on north side of street.	**10**
M-6 **Midway Drive and Sports Arena Boulevard Intersection Improvements**	Evaluate the feasibility of reconfiguring the intersection to reduce crossing distance and improve pedestrian visibility.	**39**
M-7 **Sports Arena Boulevard /Hancock Street Intersection Improvements**	Implement improvements to existing pedestrian facilities to improve walkability. Evaluate the feasibility of an additional marked crosswalk between the Valley View Event Center and nearby retail centers.	**14**
M-8 **Midway Drive Corridor Improvements (Sports Arena Boulevard to Rosecrans)**	Implement sidewalk improvements to remove obstructions. Evaluate the feasibility of installing additional marked and/or controlled crosswalks.	**13**
M-9 **W. Palm Street Connectivity Improvements**	Narrow Kettner Boulevard crossing distance by adding curb extensions and improve visibility of pedestrians near pedestrian bridge.	**12**
M-10 **Implement Rosecrans Mobility Study Recommendations**	Address pedestrian and multimodal access through modifications to road cross-sections and intersection configurations.	**Refer to Prioritization in Mobility Study**

Exhibit M-1: Missing Sidewalk and Curb Ramps

San Diego Pedestrian Master Plan Phase 4: **Midway - Pacific Highway - Old Town**

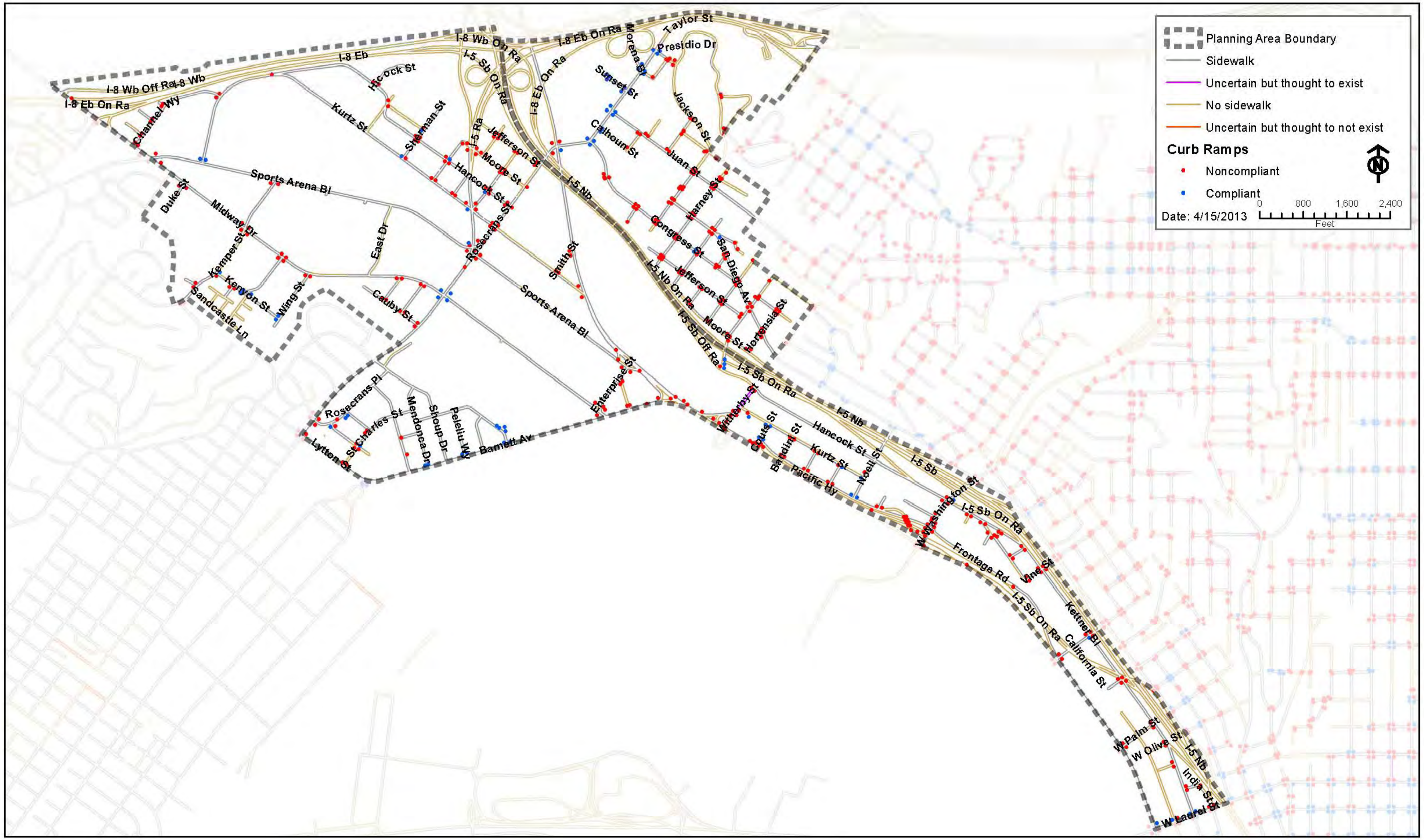


Exhibit M-2: Route Type Classifications

San Diego Pedestrian Master Plan Phase 4: Ocean Beach - Midway - Pacific Highway - Old Town

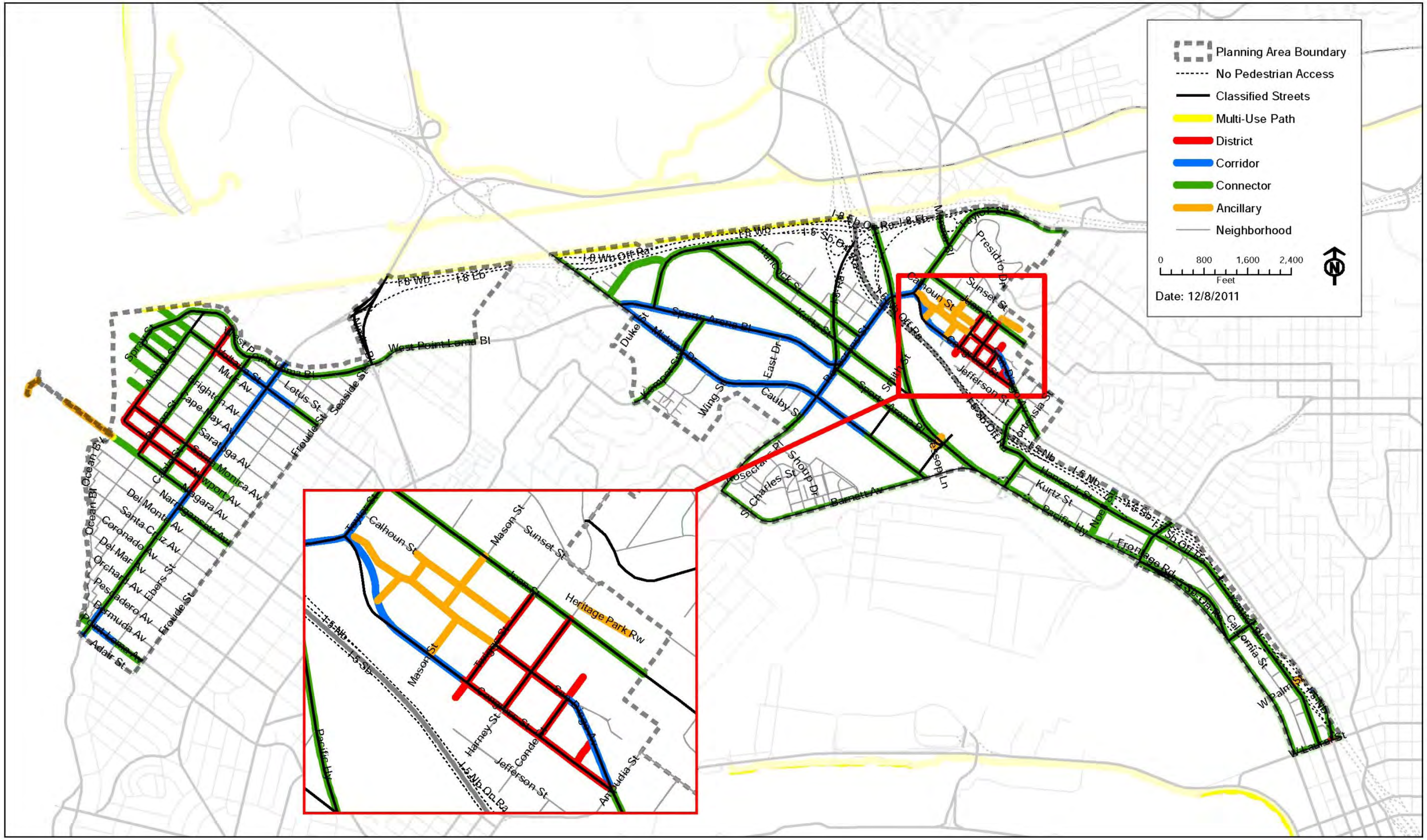


Exhibit M-3: Focus Area

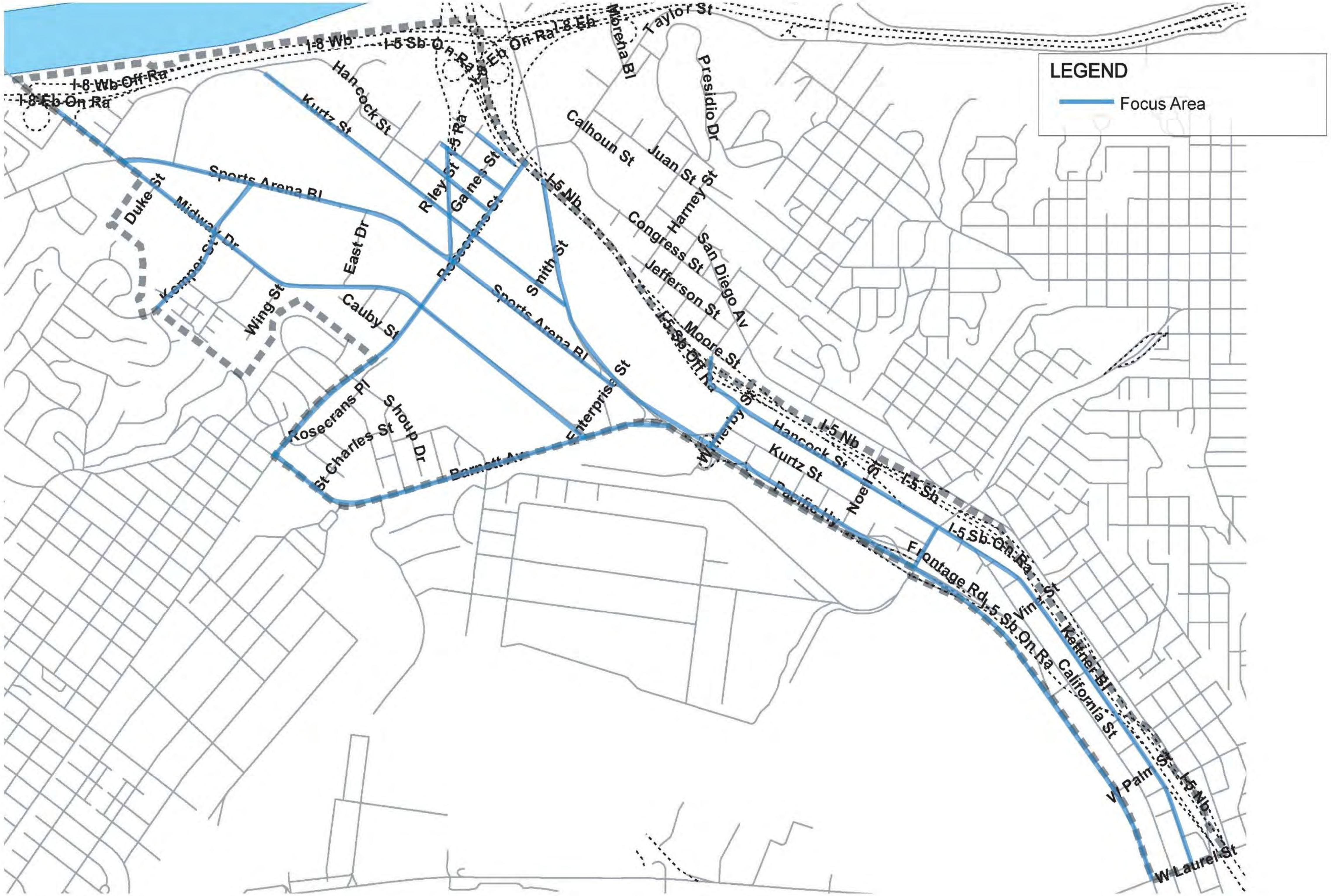
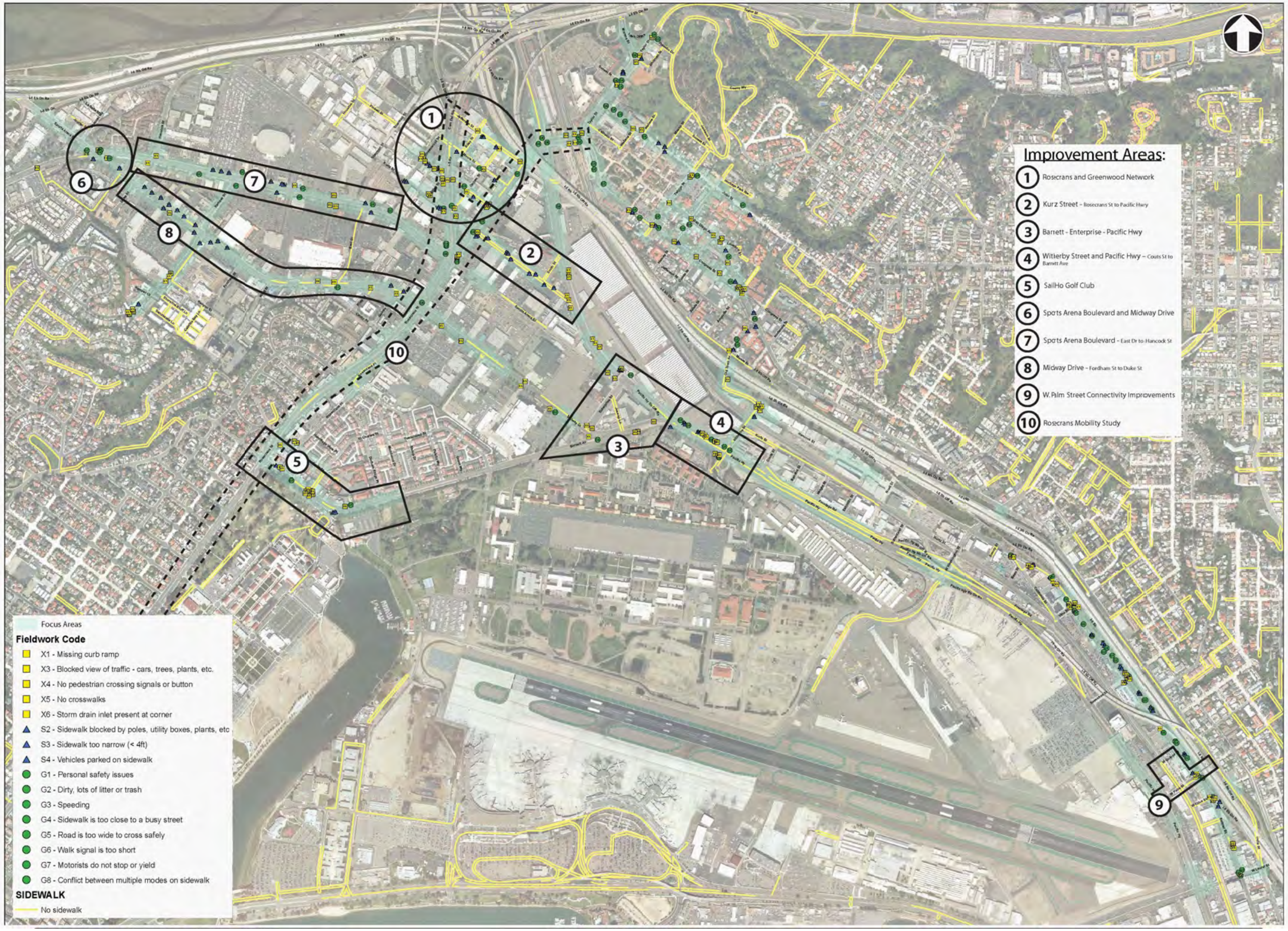
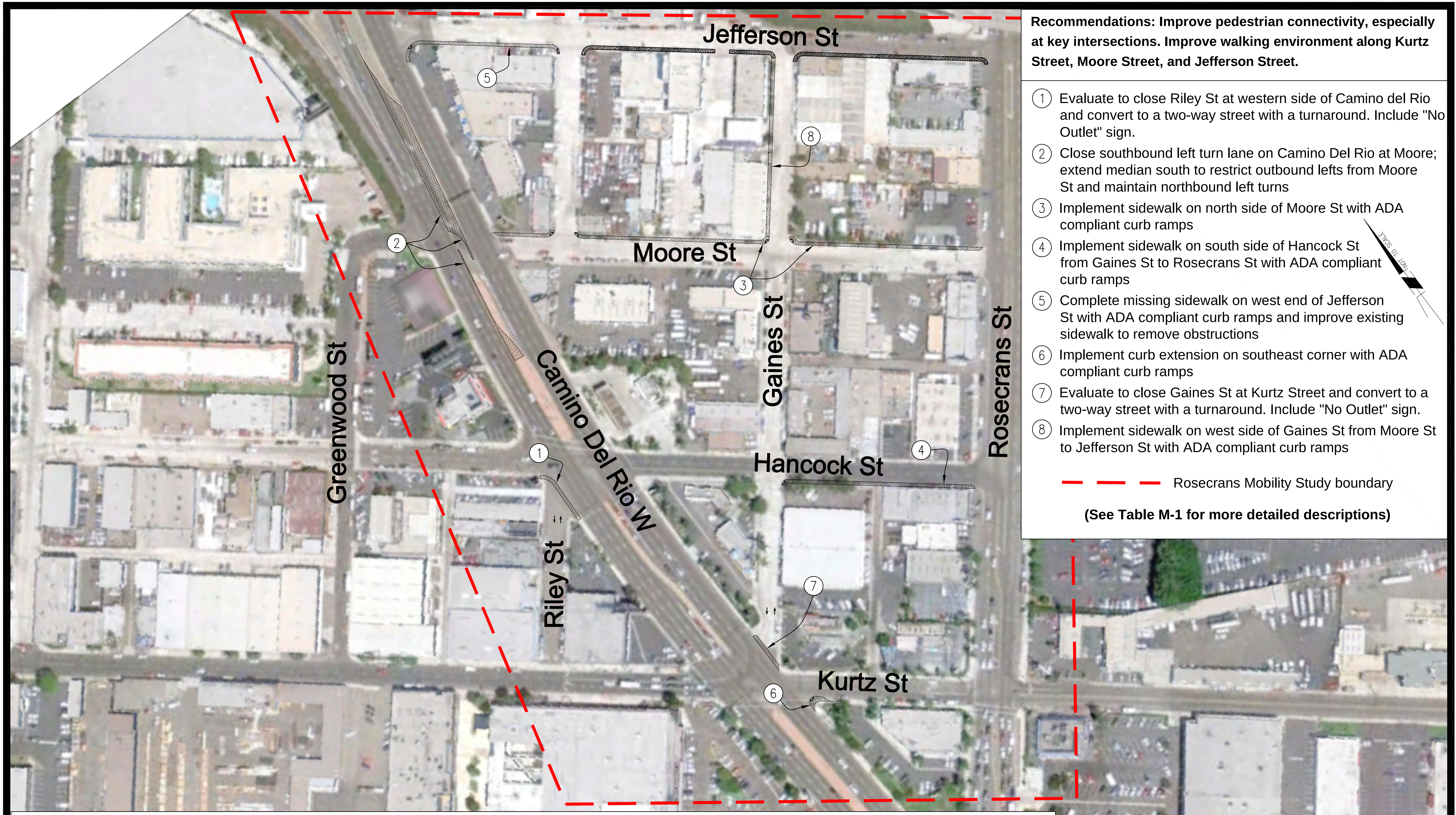


Exhibit M-4: Improvement Areas


Improvement Areas:
1 Rosecrans and Greenwood Network
2 Kurz Street - Rosecrans St to Pacific Hwy
3 Barnett - Enterprise - Pacific Hwy
4 Witherby Street and Pacific Hwy -- Couts St to Barnett Ave
5 SailHo Golf Club
6 Sports Arena Boulevard and Midway Drive
7 Sports Arena Boulevard - East Dr to Hancock St
8 Midway Drive - Fordham St to Duke St
9 W. Palm Street Connectivity Improvements
10 Rosecrans Mobility Study
Focus Areas
Fieldwork Code
🟨 X1 - Missing curb ramp
🟨 X3 - Blocked view of traffic - cars, trees, plants, etc.
🟨 X4 - No pedestrian crossing signals or button
🟨 X5 - No crosswalks
🟨 X6 - Storm drain inlet present at corner
▲ S2 - Sidewalk blocked by poles, utility boxes, plants, etc
▲ S3 - Sidewalk too narrow (< 4ft)
▲ S4 - Vehicles parked on sidewalk
● G1 - Personal safety issues
● G2 - Dirty, lots of litter or trash
● G3 - Speeding
● G4 - Sidewalk is too close to a busy street
● G5 - Road is too wide to cross safely
● G6 - Walk signal is too short
● G7 - Motorists do not stop or yield
● G8 - Conflict between multiple modes on sidewalk
SIDEWALK
No sidewalk



Recommendations: Improve pedestrian connectivity, especially at key intersections. Improve walking environment along Kurtz Street, Moore Street, and Jefferson Street.

① Evaluate to close Riley St at western side of Camino del Rio and convert to a two-way street with a turnaround. Include "No Outlet" sign.

② Close southbound left turn lane on Camino Del Rio at Moore; extend median south to restrict outbound lefts from Moore St and maintain northbound left turns

③ Implement sidewalk on north side of Moore St with ADA compliant curb ramps

④ Implement sidewalk on south side of Hancock St from Gaines St to Rosecrans St with ADA compliant curb ramps

⑤ Complete missing sidewalk on west end of Jefferson St with ADA compliant curb ramps and improve existing sidewalk to remove obstructions

⑥ Implement curb extension on southeast corner with ADA compliant curb ramps

⑦ Evaluate to close Gaines St at Kurtz Street and convert to a two-way street with a turnaround. Include "No Outlet" sign.

⑧ Implement sidewalk on west side of Gaines St from Moore St to Jefferson St with ADA compliant curb ramps

— — — Rosecrans Mobility Study boundary

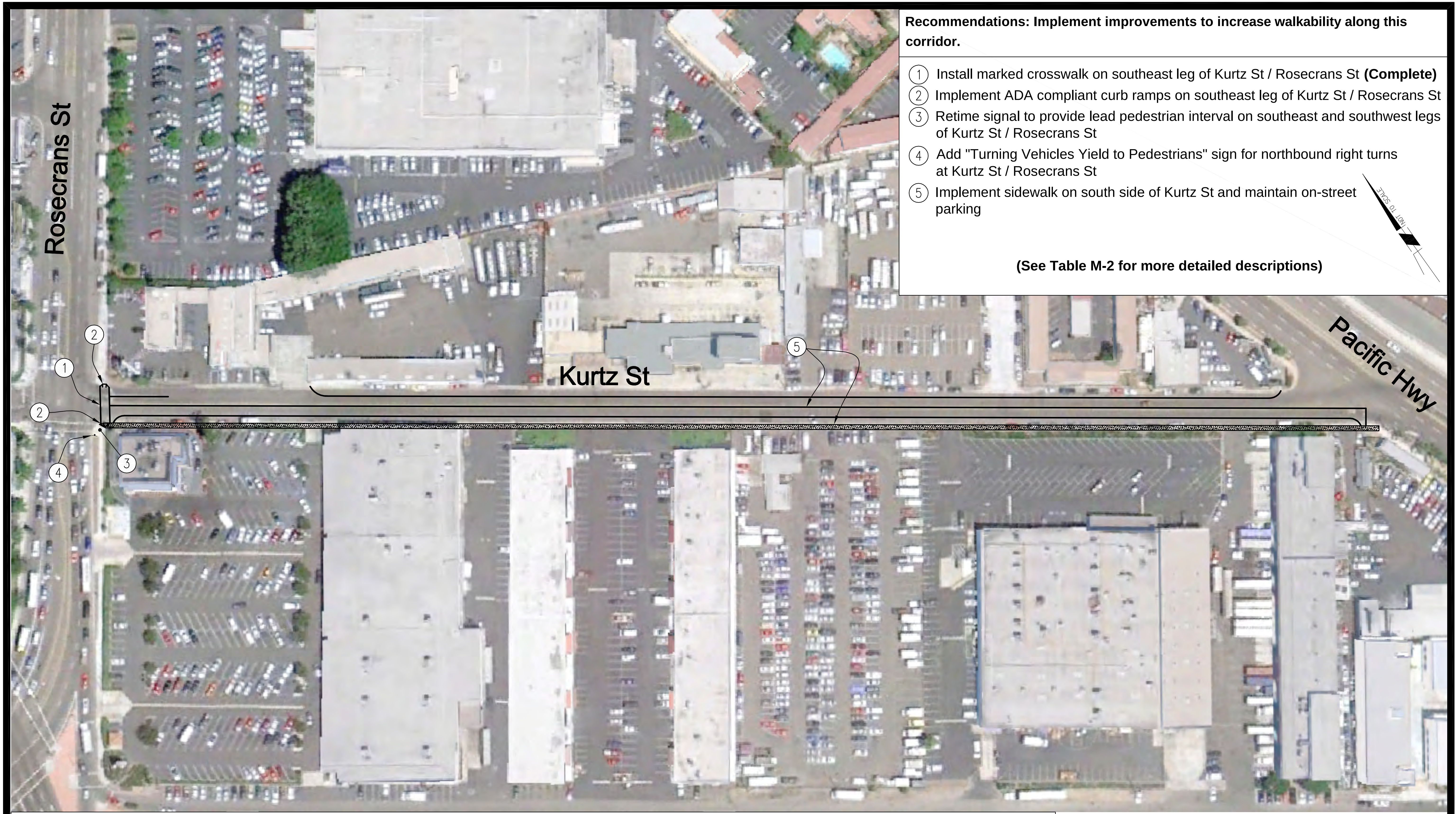
(See Table M-1 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA M-1

Camino del Rio and Rosecrans Street Connectivity Study

Pedestrian Master Plan - Phase 4



Recommendations: Implement improvements to increase walkability along this corridor.

① Install marked crosswalk on southeast leg of Kurtz St / Rosecrans St **(Complete)**
② Implement ADA compliant curb ramps on southeast leg of Kurtz St / Rosecrans St
③ Retime signal to provide lead pedestrian interval on southeast and southwest legs of Kurtz St / Rosecrans St
④ Add "Turning Vehicles Yield to Pedestrians" sign for northbound right turns at Kurtz St / Rosecrans St
⑤ Implement sidewalk on south side of Kurtz St and maintain on-street parking

(See Table M-2 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA M-2

Kurtz Street Access Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Implement improvements to improve connectivity and walkability along Barnett Avenue and the Enterprise/Midway intersection.

① Implement sidewalk on one or both sides of Jessop Lane with ADA compliant curb ramps

② Widen sidewalk and implement landscaped buffer on south side of Barnett Ave from Midway Dr to Pacific Hwy and maintain bike lanes. Include ADA compliant curb ramps at intersections.

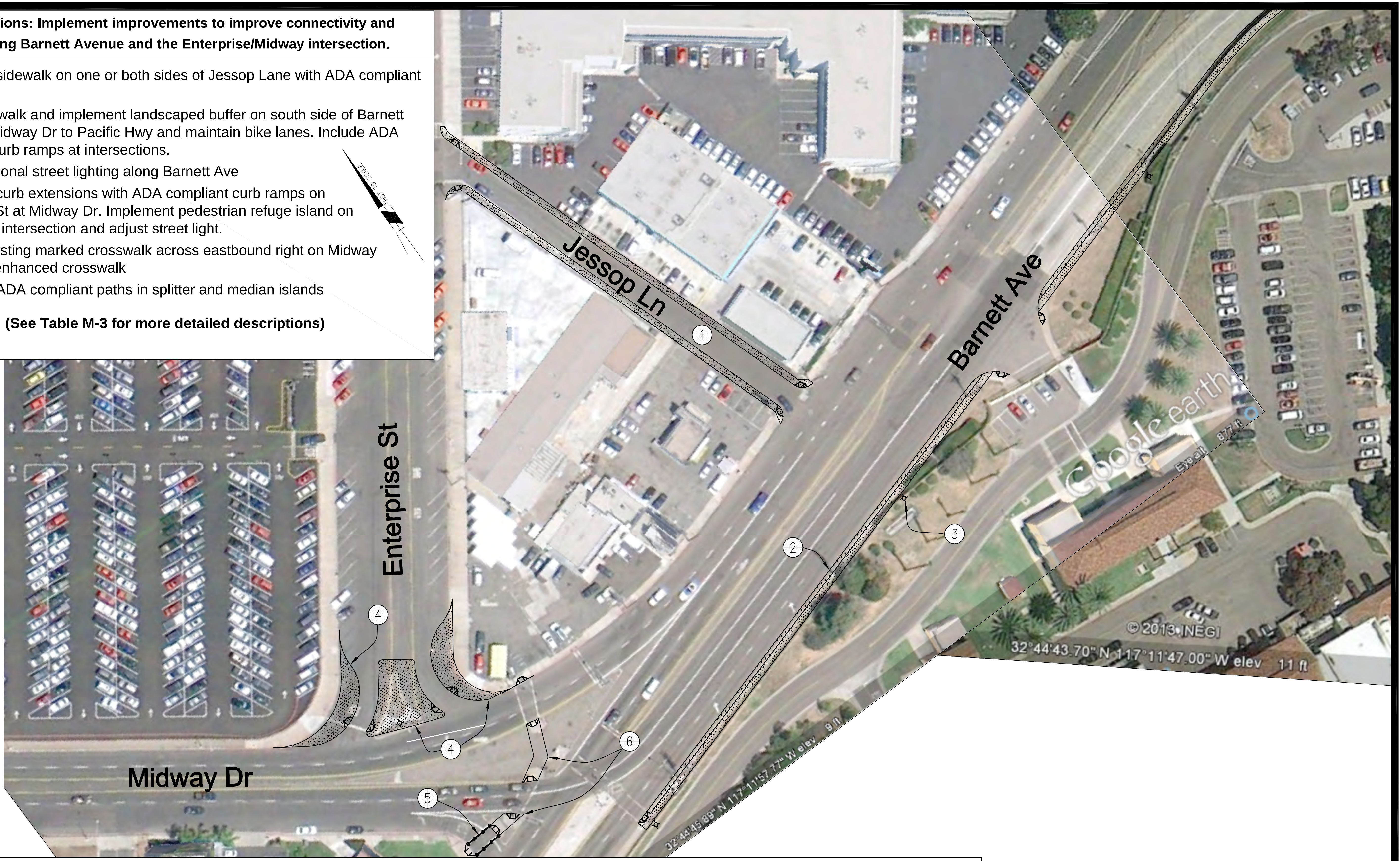
③ Install additional street lighting along Barnett Ave

④ Implement curb extensions with ADA compliant curb ramps on Enterprise St at Midway Dr. Implement pedestrian refuge island on north leg of intersection and adjust street light.

⑤ Replace existing marked crosswalk across eastbound right on Midway Dr with an enhanced crosswalk

⑥ Implement ADA compliant paths in splitter and median islands

(See Table M-3 for more detailed descriptions)



Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA M-3

Enterprise Triangle Connectivity Improvements

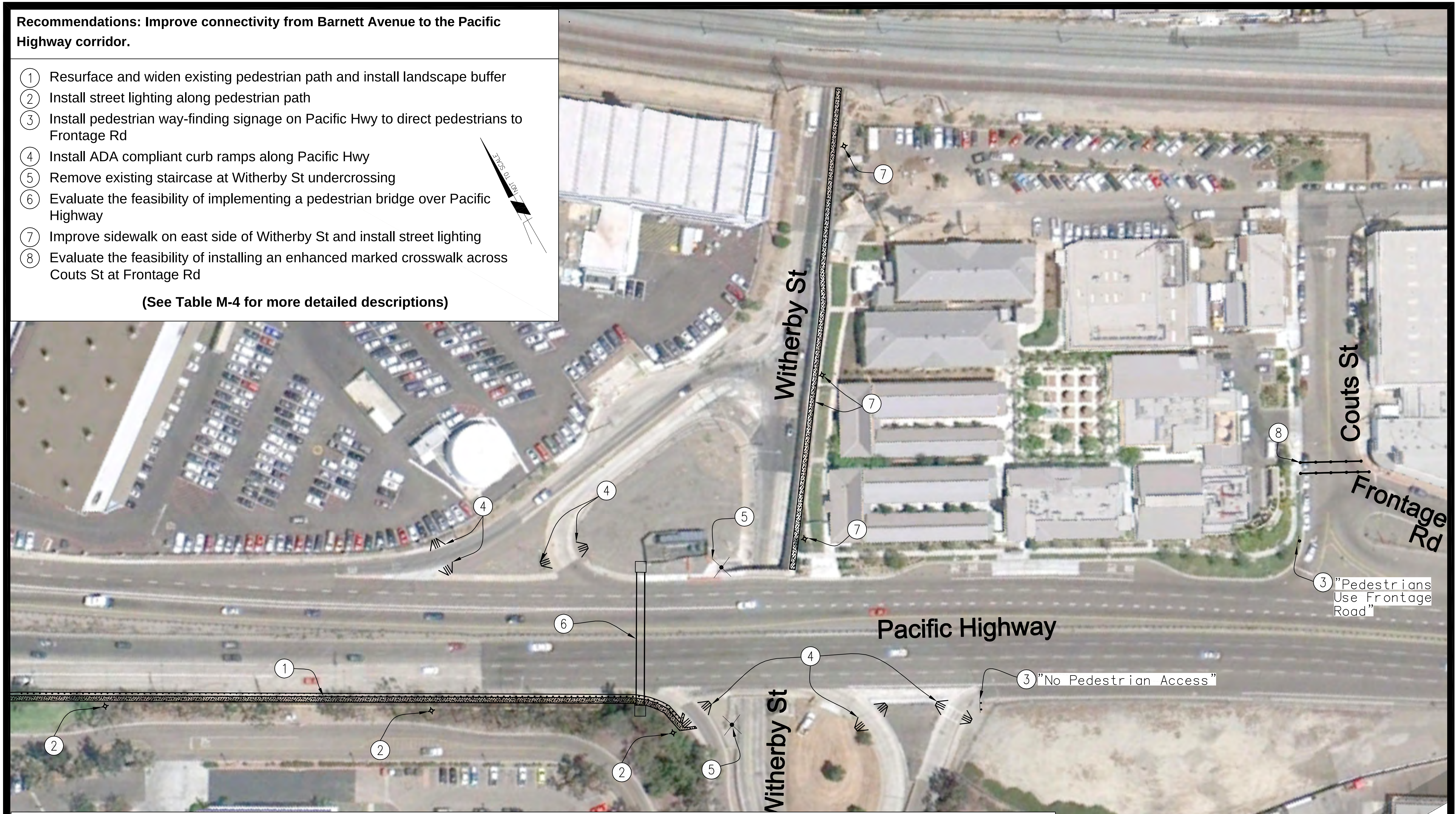
Pedestrian Master Plan - Phase 4

H:\PDATA\55100737\Project Cut Sheets\Midway\Design Sheets\0737-M-3 Preliminary Design - 3-19-13.dwg 08/13/13 - 10:36am KROWLEY

Recommendations: Improve connectivity from Barnett Avenue to the Pacific Highway corridor.

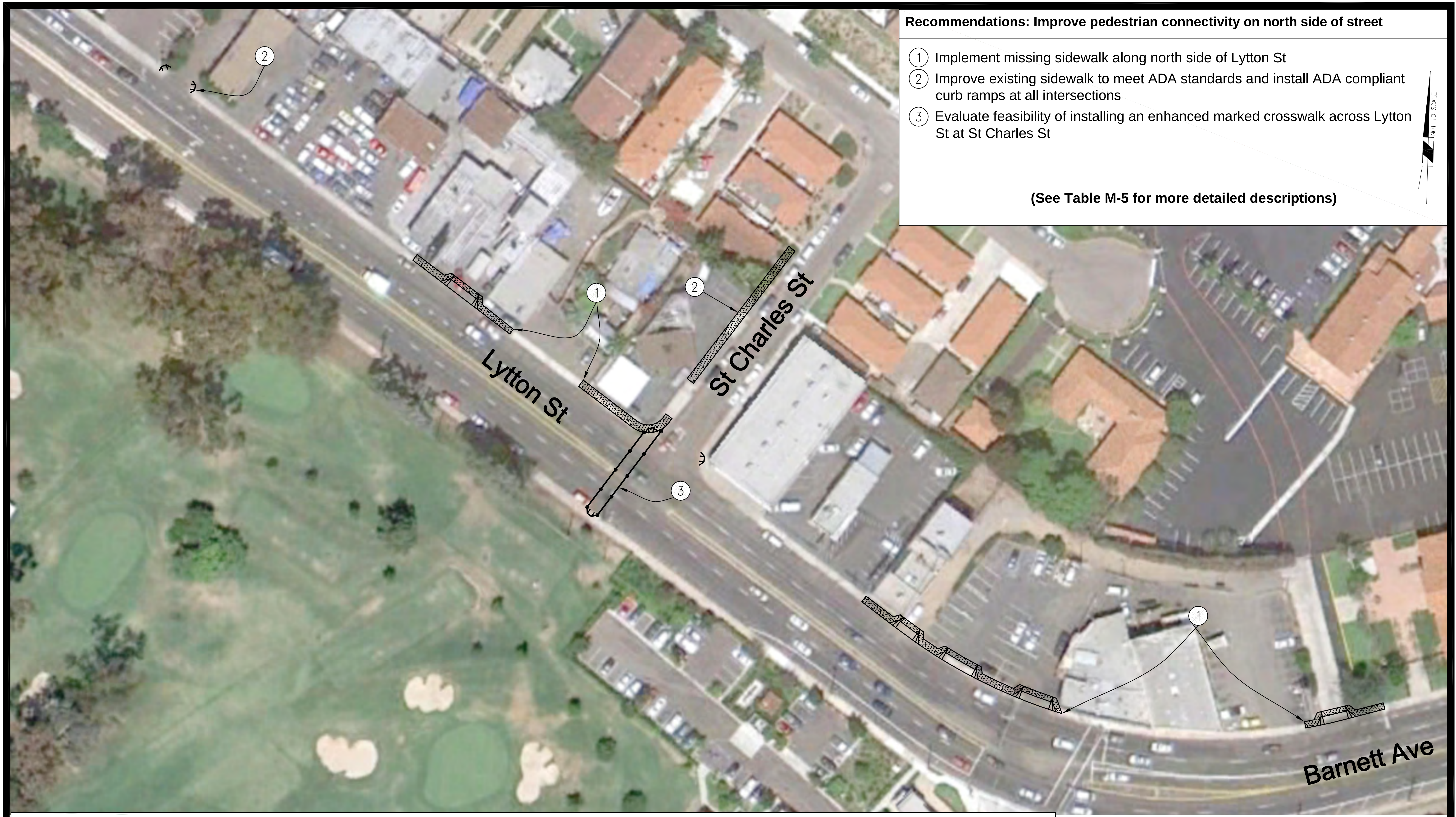
① Resurface and widen existing pedestrian path and install landscape buffer
② Install street lighting along pedestrian path
③ Install pedestrian way-finding signage on Pacific Hwy to direct pedestrians to Frontage Rd
④ Install ADA compliant curb ramps along Pacific Hwy
⑤ Remove existing staircase at Witherby St undercrossing
⑥ Evaluate the feasibility of implementing a pedestrian bridge over Pacific Highway
⑦ Improve sidewalk on east side of Witherby St and install street lighting
⑧ Evaluate the feasibility of installing an enhanced marked crosswalk across Couts St at Frontage Rd

(See Table M-4 for more detailed descriptions)



Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA M-4
Pacific Highway at Witherby Street Intersection Improvements
Pedestrian Master Plan - Phase 4



Recommendations: Improve pedestrian connectivity on north side of street

① Implement missing sidewalk along north side of Lytton St

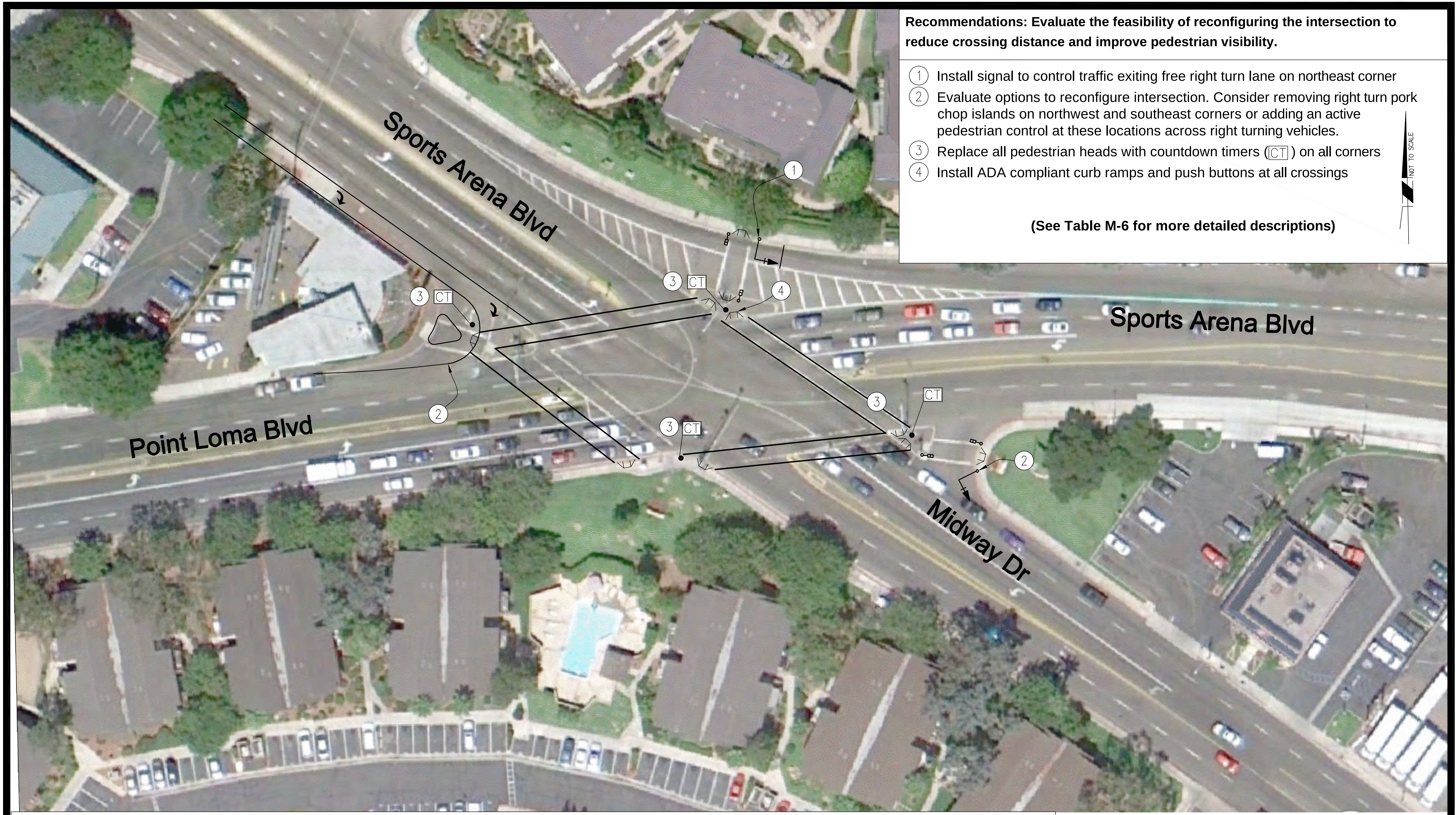
② Improve existing sidewalk to meet ADA standards and install ADA compliant curb ramps at all intersections

③ Evaluate feasibility of installing an enhanced marked crosswalk across Lytton St at St Charles St

(See Table M-5 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA M-5
Lytton Street-Barnett Avenue Corridor Improvements
Pedestrian Master Plan - Phase 4



Recommendations: Evaluate the feasibility of reconfiguring the intersection to reduce crossing distance and improve pedestrian visibility.

① Install signal to control traffic exiting free right turn lane on northeast corner

② Evaluate options to reconfigure intersection. Consider removing right turn pork chop islands on northwest and southeast corners or adding an active pedestrian control at these locations across right turning vehicles.

③ Replace all pedestrian heads with countdown timers (CT) on all corners

④ Install ADA compliant curb ramps and push buttons at all crossings

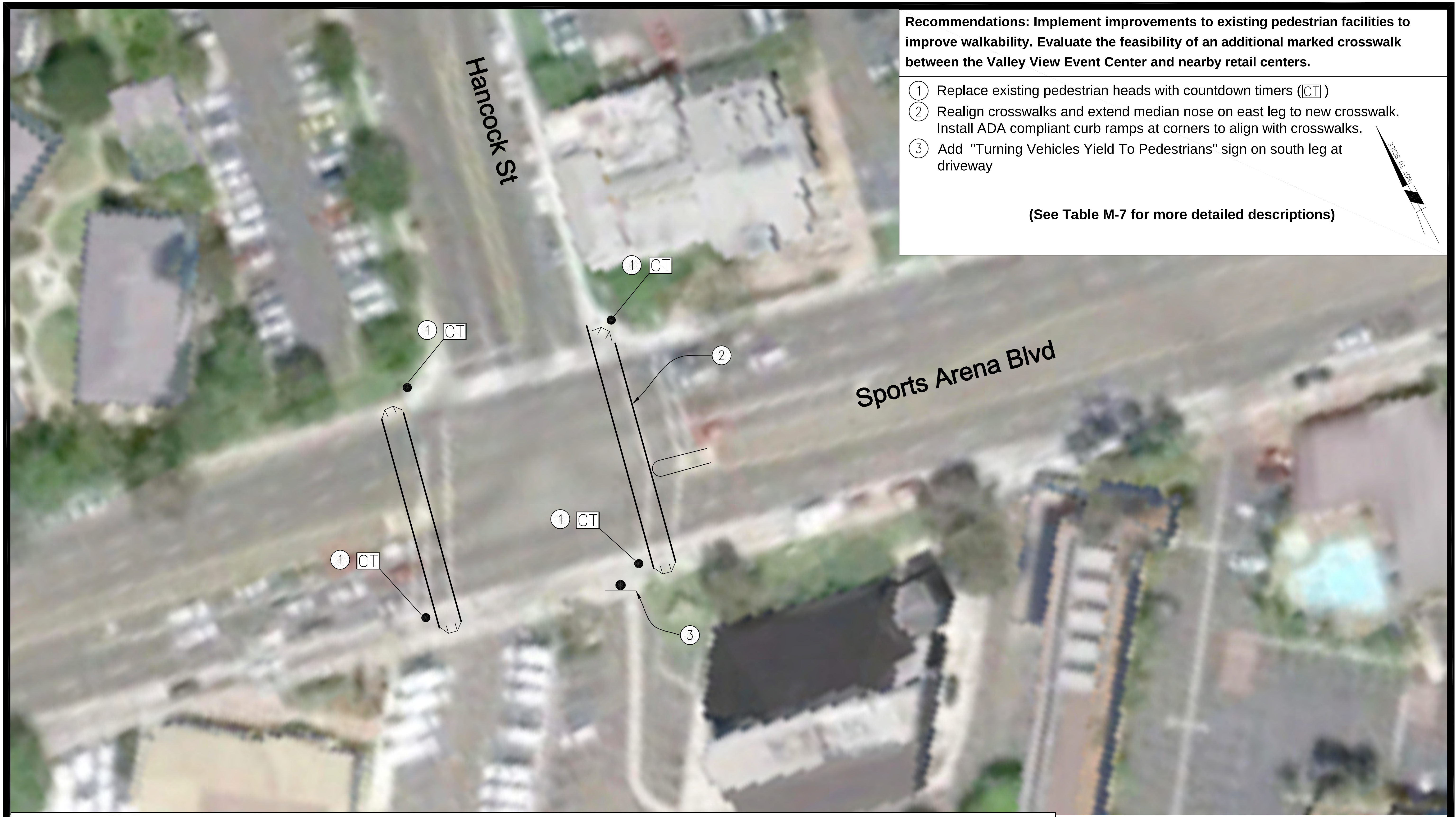
(See Table M-6 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA M-6

Midway Drive and Sports Arena Boulevard Intersection Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Implement improvements to existing pedestrian facilities to improve walkability. Evaluate the feasibility of an additional marked crosswalk between the Valley View Event Center and nearby retail centers.

① Replace existing pedestrian heads with countdown timers (CT)

② Realign crosswalks and extend median nose on east leg to new crosswalk. Install ADA compliant curb ramps at corners to align with crosswalks.

③ Add "Turning Vehicles Yield To Pedestrians" sign on south leg at driveway

(See Table M-7 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA M-7

Sports Arena Boulevard/ Hancock Street Intersection Improvements

Pedestrian Master Plan - Phase 4

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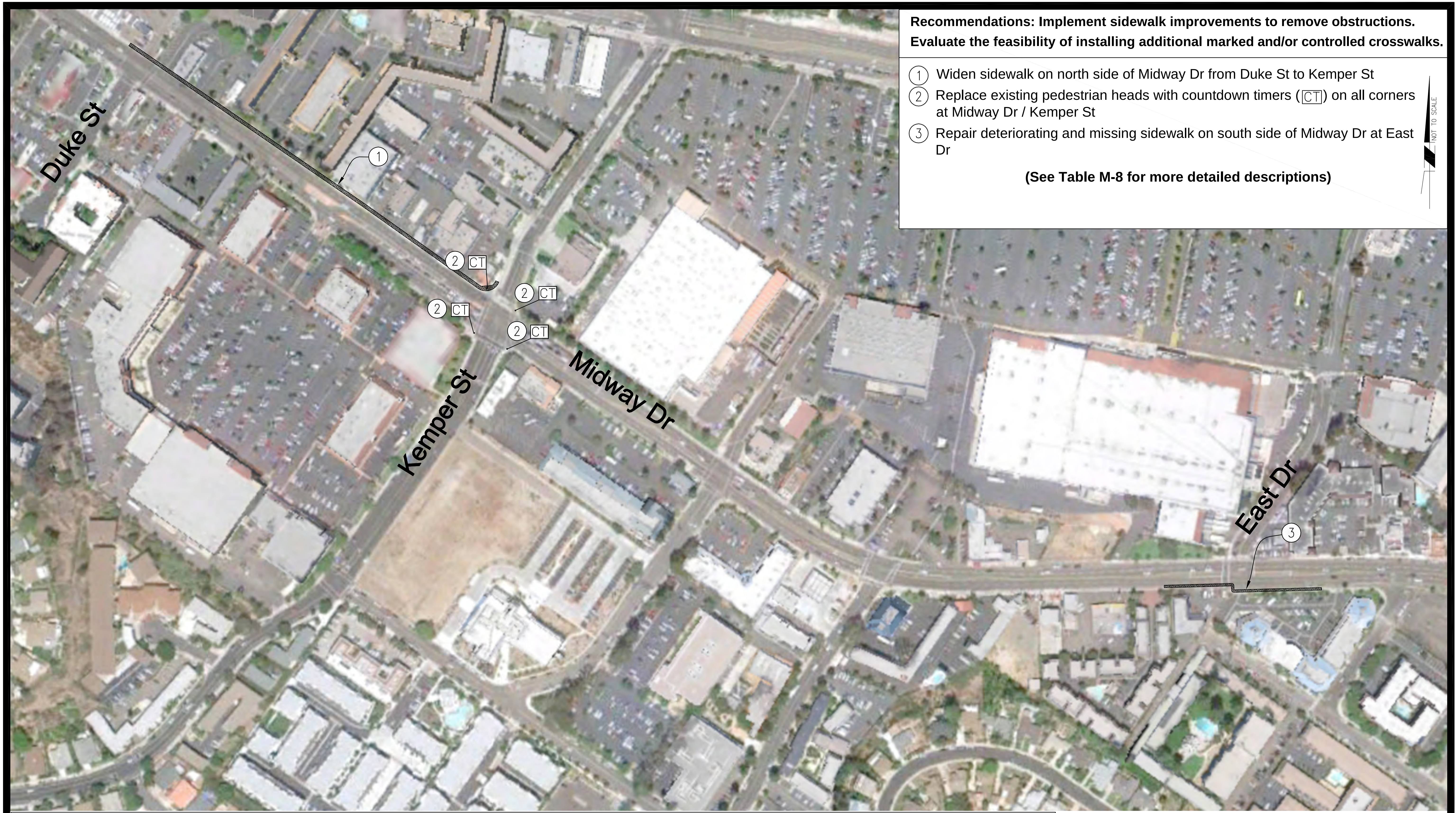


Recommendations: Implement sidewalk improvements to remove obstructions.
Evaluate the feasibility of installing additional marked and/or controlled crosswalks.

① Widen sidewalk on north side of Midway Dr from Duke St to Kemper St

② Replace existing pedestrian heads with countdown timers (CT) on all corners at Midway Dr / Kemper St

③ Repair deteriorating and missing sidewalk on south side of Midway Dr at East Dr

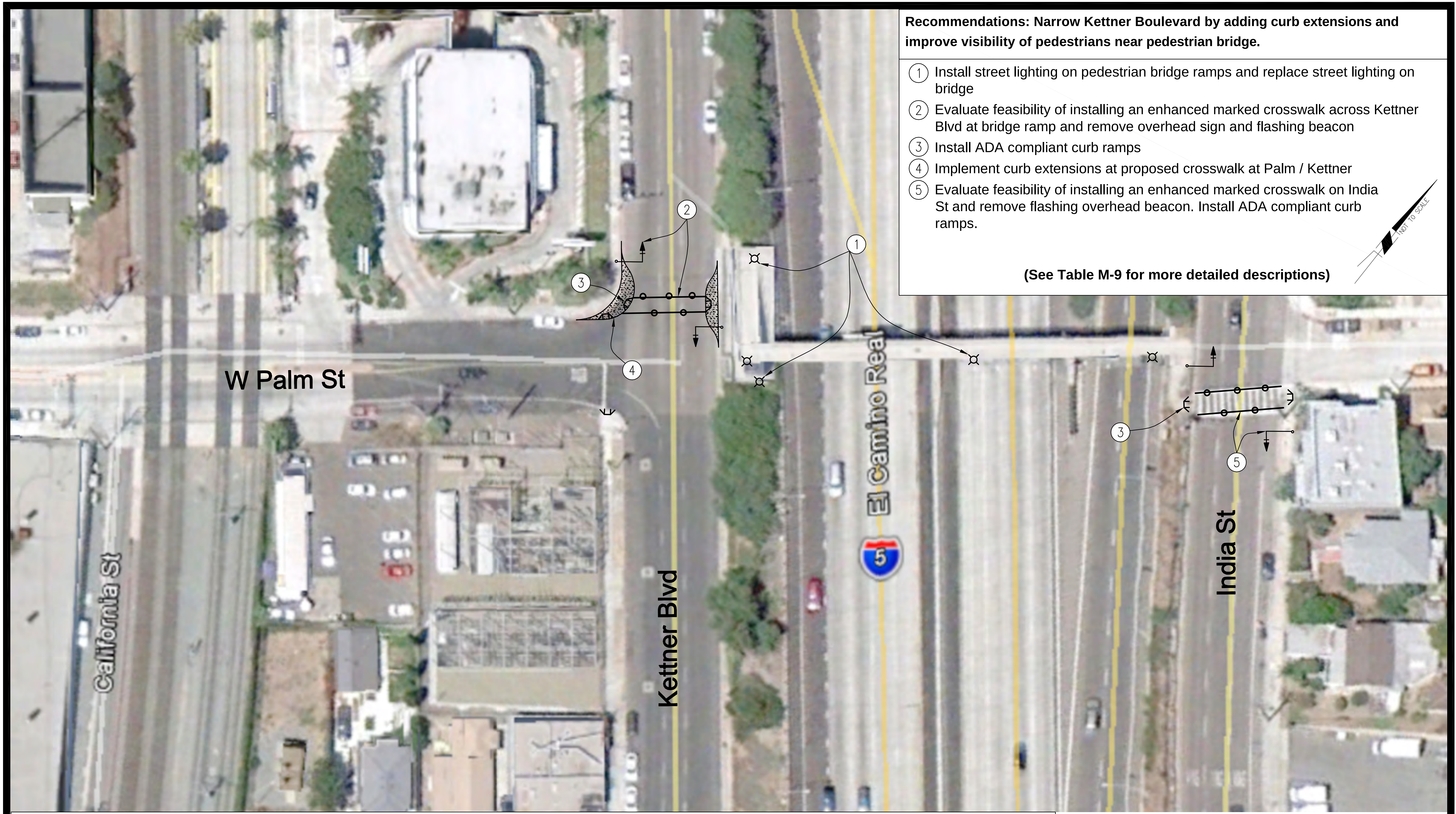
(See Table M-8 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA M-8

Midway Drive Corridor Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Narrow Kettner Boulevard by adding curb extensions and improve visibility of pedestrians near pedestrian bridge.

① Install street lighting on pedestrian bridge ramps and replace street lighting on bridge
② Evaluate feasibility of installing an enhanced marked crosswalk across Kettner Blvd at bridge ramp and remove overhead sign and flashing beacon
③ Install ADA compliant curb ramps
④ Implement curb extensions at proposed crosswalk at Palm / Kettner
⑤ Evaluate feasibility of installing an enhanced marked crosswalk on India St and remove flashing overhead beacon. Install ADA compliant curb ramps.

(See Table M-9 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA M-9

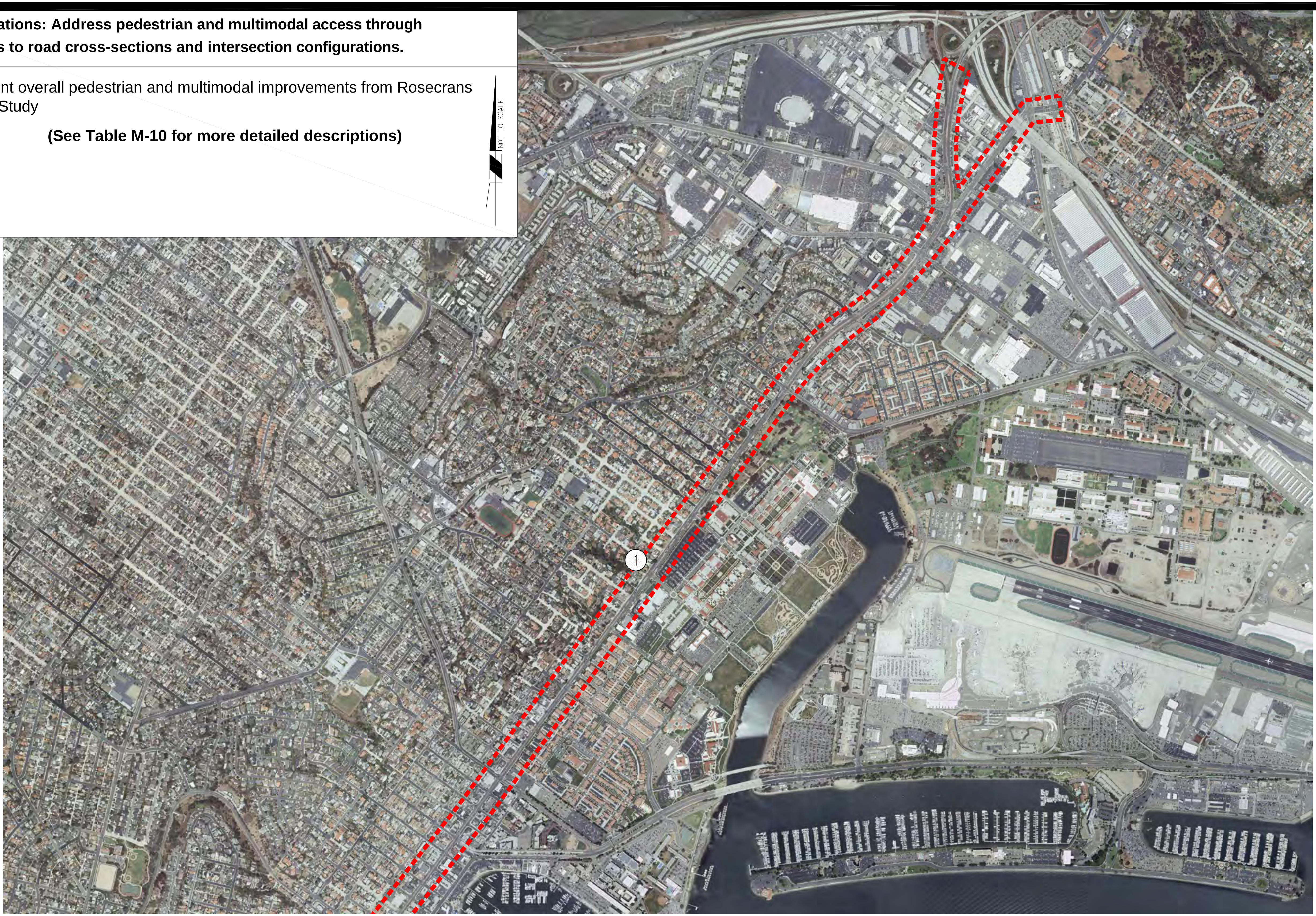
W. Palm Street Connectivity Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Address pedestrian and multimodal access through modifications to road cross-sections and intersection configurations.

① Implement overall pedestrian and multimodal improvements from Rosecrans Mobility Study

(See Table M-10 for more detailed descriptions)



Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA M-10

Rosecrans Corridor Mobility Study

Pedestrian Master Plan - Phase 4

Improvement Area M-1:

Camino Del Rio and Rosecrans Street Connectivity Study

Purpose & Need:

There are multiple narrow streets that provide access to industrial and commercial businesses between Camino Del Rio and Rosecrans Street. From Jefferson Street to Kurtz Street there are a series of lower volume streets with speed limits from 25 to 30 mph and on-street parking on both sides. Many of these streets lack sidewalks and pedestrian amenities. The combination of narrow one-way streets and frequent driveways make this area difficult to navigate by car. Fatalities were reported at multiple locations in this area; in particular the intersection of Kurtz Street and Camino Del Rio had three pedestrian related accidents reported over a five-year period. This project would improve walkability and safety for pedestrians in the area.

Pedestrians on Hancock Street just east of Camino Del Rio – no sidewalk

Jefferson Street – narrow, obstructed sidewalks

Moore Street – Cars pulling in/backing out onto sidewalk

Recommended Improvements:

Improve pedestrian connectivity, especially at key intersections along these streets. Improve walking environment along Kurtz Street, Moore Street, and Jefferson Street.

Table M-1: Camino Del Rio and Rosecrans Street Connectivity Study

Location	Description	Goal [1]	Objective	Est. Cost
Rosecrans Mobility Study	Street closures, turn restrictions and sidewalks recommended along Rosecrans Street.	W	Improve walkability along Rosecrans Street	Refer tp Cost Estimate included in Mobility Study
Riley Street at Camino Del Rio W.	1) Evaluate to close Riley Street at western side of Camino Del Rio and convert to a two-way street w/turnaround. Include "No Outlet" sign.	S, W	Reduce conflicts between pedestrians and vehicles at 5-legged intersection	$240,500
Camino Del Rio W. at Moore Street	2) Close southbound left turn lane and extend median south to restrict outbound lefts from Moore Street but maintain northbound left turns	S, W	Reduce cut-through traffic on Moore Street and improve walkability	$270,700
Moore Street	3) Implement sidewalk on north side of street with ADA compliant curb ramps if right of way is available	C, W	Improve pedestrian walkability and connectivity	$189,800
Hancock Street	4) Implement sidewalk from Gaines to Rosecrans on south side of street with ADA compliant curb ramps	C, S	Provide connection between Camino Del Rio and Rosecrans and separation from parked cars for pedestrians	$189,800
Jefferson Street	5) Complete missing sidewalk on west end of street including ADA compliant curb ramps and improve existing sidewalk to remove existing obstructions	C, W	Improve pedestrian walkability and connectivity	$189,800
Camino Del Rio at Kurtz Street	6) Implement curb extension on southeast corner of intersection and include ADA compliant curb ramp	S	Reduce vehicle turning speed of northbound rights and improve pedestrian visibility	$27,000
Gaines at Kurtz Street	7) Evaluate to close to through traffic and convert to two-way street w/ turnaround. Include "No Outlet" sign.	S	Eliminate leg in 5-legged intersection	$190,500
Gaines Street	8) Implement sidewalk on west side of street from Moore Street to Jefferson Street with ADA curb ramps	C	Improve pedestrian walkability and connectivity	$192,800
TOTAL ESTIMATED COST				**$1,490,500**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area M-2:

Kurtz Street Access Improvements (Rosecrans to Pacific Hwy)

Purpose & Need:

Kurtz Street in this study area transitions from a two-way street east of Rosecrans to a west-bound one-way street west of Rosecrans with a posted speed limit of 30 mph. There is on-street parking provided on both sides of the street. The intersections on either end of the corridor have high traffic volumes and carry pedestrians from the industrial/businesses near Pacific Highway to the retail centers near Rosecrans Street. Pedestrian conditions need to be improved to complete missing or incomplete sidewalks, install ADA compliant curb ramps and improve visibility of pedestrians at intersections.

Kurtz Street at Pacific Highway – uninviting walking environment

The intersection of Rosecrans and Kurtz Street has had 1 pedestrian fatality and 3 pedestrian involved accidents reported in the last five years. This project would improve walkability on the corridor as well as improve safety for pedestrians.

Kurtz Street – parking instead of sidewalks

Kurtz Street at Rosecrans – no crosswalk on east leg

Recommended Improvements:

Implement improvements to increase walkability along this corridor.

Table M-2: Kurtz Street Access Improvements (Rosecrans to Pacific Hwy)

Location	Description	Goal [(1)]	Objective	Est. Cost
Kurtz Street and Rosecrans Street	1) Install marked crosswalk on southeast leg of intersection (completed in 2013)	S	Improve pedestrian visibility	$750
	2) Implement ADA compliant curb ramps on southeast leg	A	Improve access for all users	$6,000
	3) Retime signal to provide a lead pedestrian interval on the southwest and southeast legs of intersection	S, W	Improve visibility for pedestrians crossing with yielding vehicles	$1,000
	4) Add "TURNING VEHICLES MUST YIELD TO PEDESTRIANS" sign for northbound right turns.	S	Improve driver awareness	$250
Kurtz Street	5) Implement sidewalk on south side of Kurte Street and maintain on-street parking	C	Provide missing pedestrian link from west of Rosecrans Street	$681,000
TOTAL ESTIMATED COST				**$689,000**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Additional Notes:

The Public Facilities Financing Plan (PFFP, 2004) includes the widening of Kurtz Street to four lanes as part of redevelopment in this community (Project T15). Improvements to add sidewalks to the south side of Kurtz Street are also included in the City's Transportation Unfunded Needs List (2012).

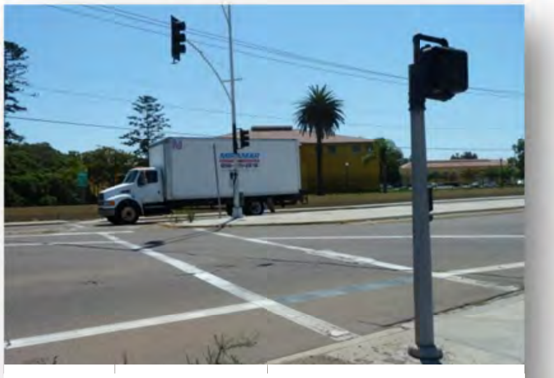
The recommended marked crosswalk on the southeast leg was striped in 2013 as a result of recommendation from this study.

Improvement Area M-3:

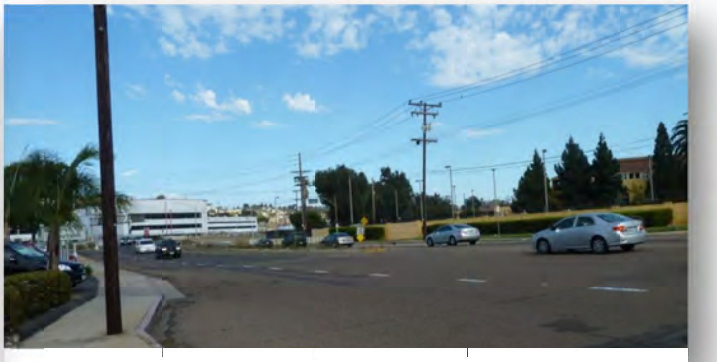
Enterprise Triangle Connectivity Improvements

Purpose & Need:

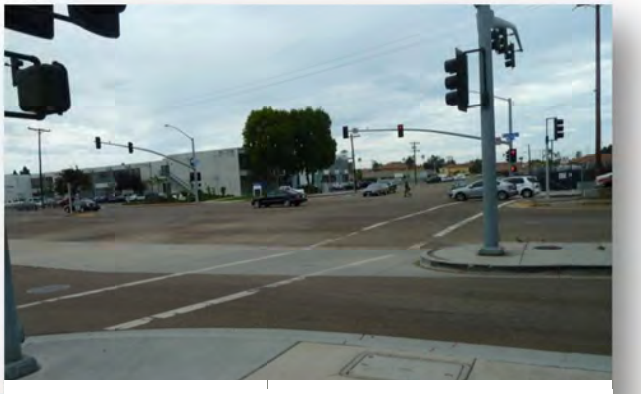
The Enterprise Triangle includes Pacific Highway, Barnett Avenue and Enterprise Street from Pacific Highway to Midway Drive. Adjacent land uses and facilities include the United Launch Alliance to the north, the U.S. Marine Corps with services including a Recruit Depot, Relief Society, Credit Union, and a Branch Medical Clinic to the south, and various commercial uses and eateries off Midway Drive to the west. Despite the potential for pedestrian trips in this area, the walking environment is generally uninviting and few connections are offered between uses. The intersection of Enterprise Street/Midway Drive/Barnett Avenue is large with multiple legs, making crossing difficult for pedestrians. This project would improve connectivity between uses and improve walkability at intersections.



Barnett Avenue at Midway Drive – challenging crossing conditions



Barnett Avenue north of Jessop Lane – no crossings provided for connection from Pacific Highway



Pacific Highway and Enterprise Street – long crossing distance on west leg

Recommended Improvements:

Implement improvements to improve connectivity and walkability along Barnett Avenue and at the Enterprise/Midway intersection.

Table M-3: Enterprise Triangle Connectivity Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Jessop Lane	1) Implement sidewalk on one or both sides of the street with ADA compliant curb ramps	C	Provide connection from Enterprise Street to Barnett Avenue	$381,450
Barnett Avenue	2) Widen sidewalk and implement landscaped buffer on the south side of the street from Midway Dr to Pacific Hwy and include ADA compliant curb ramps	S, W	Provide buffer from busy street to improve walkability	$381,450
	3) Install additional street lighting along the segment	S	Improve pedestrian visibility at crossings and near pedestrian path	$6,000
Enterprise Street at Midway Drive	4) Implement curb extensions with ADA compliant curb ramps and pedestrian refuge island on north leg to shorten crossing distance narrow travel way from Midway to Enterprise St	S,W,C	Reduce vehicular turning speed and reduce pedestrian crossing distance	$96,400
Midway Drive / Barnett Avenue	5) Replace existing marked crosswalk with an enhanced crosswalk across the eastbound right turn	S,W,A	Improve ADA access and improve visibility of pedestrians in marked crosswalk	$15,750
	6) Implement ADA compliant paths in splitter and median islands to connect crossing on Midway Dr	A, C	Improve ADA access and connect pedestrian path of travel	$50,200
TOTAL ESTIMATED COST				**$931,250**

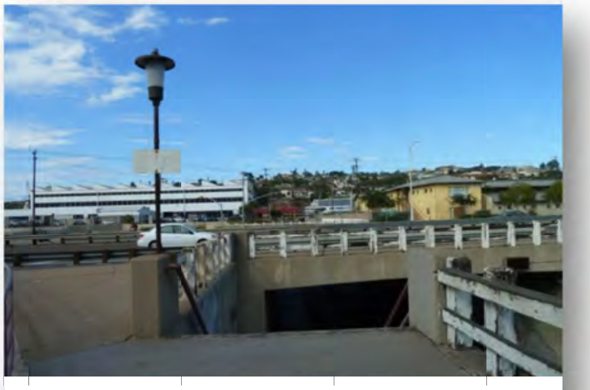
(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area M-4:

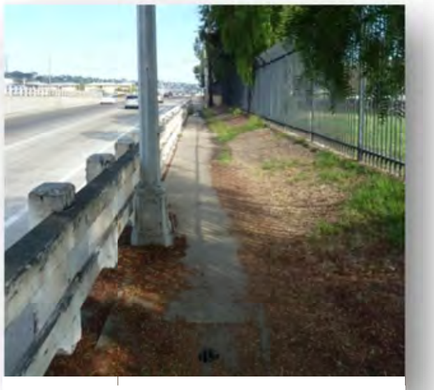
Pacific Highway at Witherby Street Intersection Improvements

Purpose & Need:

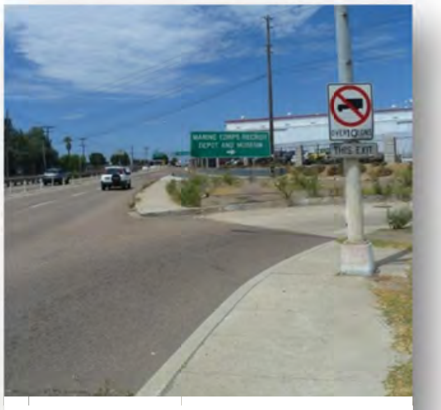
A pedestrian underpass is provided at Witherby Street that connects the Old Town and Midway communities. The pedestrian path from Barnett Avenue also runs along Pacific Highway and ends at Witherby Street. Both the pedestrian underpass and the pedestrian path are in poor condition with uncomfortable walking environments due to high traffic speeds. Sweeping right turns for vehicles result in high turning speeds that conflict with pedestrian crossings. The sidewalk along Pacific Highway between Barnett Avenue and Witherby Street lacks ADA compliant curb ramps at most intersections. Street lighting is lacking both along Pacific Highway and on the underpass. On the north side of Pacific Highway, sidewalks are close to high speed vehicles with no buffer, resulting in an uncomfortable walking environment. This project would improve walkability along the pedestrian path and the Pacific Highway underpass.



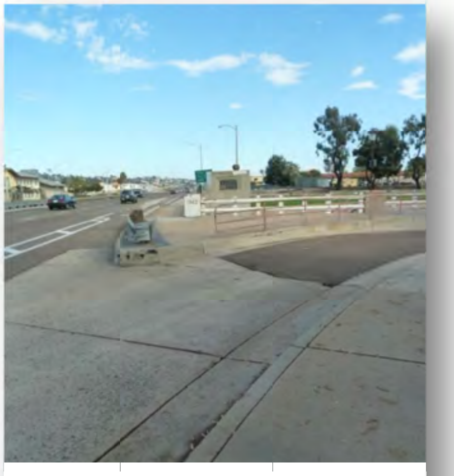
Entrance to pedestrian underpass on south side of Pacific Highway



Pedestrian path from Barnett Avenue



Sidewalk on north side of Pacific Highway after exit off underpass



End of pedestrian path – crossing to Pacific Highway

Recommended Improvements:

Improve connectivity from Barnett Avenue to the Pacific Highway corridor.

Table M-4: Pacific Highway at Witherby Street Intersection Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Pacific Highway	1) Resurface and widen existing pedestrian path and install landscape buffer	S, W	Improve walkability and separate pedestrians and vehicles	$78,500
	2) Install street lighting along pedestrian path	S	Improve visibility of pedestrians	$18,000
	3) Install pedestrian way-finding signage to direct pedestrians to Frontage Rd east of Witherby Street	C,W	Provide clear path of travel	$500
Witherby Undercrossing	4) Install ADA compliant curb ramps along Pacific Highway	A, C	Provide access for all users	$15,000
	5) Remove existing staircase	S	No connection under Pacific Highway removes connectivity issue	$750,000
	6) Evaluate the feasibility of implementing an ADA compliant pedestrian bridge over Pacific Highway	C, A, W, S	Provide pedestrian crossing across Pacific Highway linking MCRD, Veterans Village and Old Town	$250,000
Witherby Street	7) Improve sidewalk on east side of Witherby Street and install street lighting	S, A	Provide safety connection under R/R tracks from Pacific Highway and remove obstructions on pedestrian path	$81,500
Couts Street	8) Evaluate the feasibility of installing an enhanced marked crosswalk	C, S	Provide clear path of travel to frontage road and improve visibility of pedestrians	$17,500
TOTAL ESTIMATED COST				**$1,210,900**

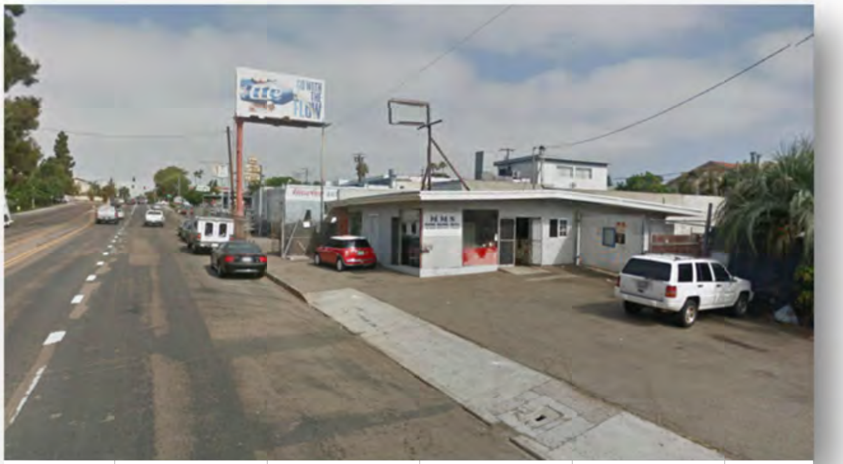
[1] A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area M-5:

Lytton Street-Barnett Avenue Corridor Improvements (Rosecrans to Durham Ridge Place)

Purpose & Need:

The corridor of Lytton Street and Barnett Avenue is a connection for surrounding neighborhoods to the Sail Ho Golf Club and local businesses on Lytton Street although sidewalks are improved on the south side of the street (along the golf course), sidewalks on the south side are discontinuous and broken up by on-site parking and driveway. The discontinuous sidewalk on the north side of the street limits connectivity and "head in" on-site parking along the corridor results in poor pedestrian visibility. This project would improve connectivity along the street and between uses.



Discontinuous sidewalk along north side of street

Recommended Improvements:

Improve pedestrian connectivity on north side of street.

Table M-5: Lytton Street-Barnett Avenue Corridor Improvements (Rosecrans to Durham Ridge Place)

Location	Description	Goal [1]	Objective	Est. Cost
Lytton Street	1) Implement missing sidewalk along north side of street	C	Improve continuity on corridor	$27,200
	2) Improve existing sidewalk to meet ADA standards and install ADA compliant curb ramps at all intersections	C, W	Improve connectivity and walkability for all users	$36,200
Lytton Street at St Charles Street	3) Evaluate feasibility of installing enhanced marked crosswalk across west leg of intersection	C, S	Reduce jaywalking and conflicts with vehicles	$18,300
TOTAL ESTIMATED COST				**$81,600**

[1] A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area M-6:

Midway Drive and Sports Arena Boulevard Intersection Improvements

Sweeping free right turn – no pedestrian push button

Skewed geometry creates long crossing distances through busy intersection

Purpose & Need:

The intersection of Midway Drive and Sports Arena Boulevard connects residential and commercial uses within the community and has a high potential for pedestrian trips. The alignment of the intersection is skewed such that crossing distances are long. Sweeping right turns result in high vehicle turning speeds that conflict with pedestrians crossings. The free right turn lane on the westbound approach presents crossing challenges for pedestrians with poor visibility and little to no yielding by vehicles to pedestrians in the marked crosswalk. This project would improve safety at the intersection.

Recommended Improvements:

Evaluate the feasibility of reconfiguring the intersection to reduce crossing distance and improve pedestrian visibility.

Additional Notes:

The Public Facilities Financing Plan (PFFP, 2004) includes physical improvements to this intersection to increase vehicular capacity (Project T-17).

Table M-6: Midway Drive and Sports Arena Boulevard Intersection Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Sports Arena Boulevard / Midway Drive	1) Install signal to control traffic in exiting free right turn lane on northeast corner	S	Improve pedestrian visibility and reduce pedestrian-vehicle conflicts	$50,000
	2) Evaluate options to reconfigure intersection. Consider removing right turn pork chop islands on northwest and southeast corners or adding an active pedestrian control to these locations across right turning vehicles.	S, W	Reduce crossing distances and improve pedestrian visibility	$68,000
	3) Replace existing pedestrian heads with countdown timers on all corners	S	Reduce pedestrian-vehicle conflicts by preventing pedestrians from walking at end of phase	$24,000
	4) Install ADA compliant ramps and push buttons at all crossings	A	Provide access for all users	$80,000
TOTAL ESTIMATED COST				**$222,000**

[1] A = Access S = Safety = Connectivity W = Walkability

Improvement Area M-7:

Sports Arena Boulevard /Hancock Street Intersection Improvements

Purpose & Need:

Along the Sports Arena Boulevard corridor there were two pedestrian related accidents reported at the Hancock Street intersection and one accident reported near East Drive over the past five years. The daily traffic volumes along Sports Arena Boulevard range from 19,200 to 26,800 with a posted speed limit of 35 mph. During special events at the Valley View Casino Events Center, volumes along this corridor can significantly increase along with increased pedestrian activity. This commercial area includes many shopping centers and restaurants and is a commercial hub for the Midway community. There is also a popular concert venue on the north side of the street just west of East Drive. All of these uses result in an area with both high pedestrian and vehicular traffic.

Recommended Improvements:

Implement improvements to existing pedestrian facilities to improve walkability. Evaluate the feasibility of an additional marked crosswalk between the Valley View Event Center and nearby retail centers.

Commercial area along Sports Arena Boulevard

Table M-7: Sports Arena Boulevard /Hancock Street Intersection Improvements

Location	Description	Goal (1)	Objective	Est. Cost
Sports Arena Boulevard at Hancock Street	1) Replace existing pedestrian heads with countdown timers	S, W	Increase pedestrian awareness; decrease potential for pedestrians to start walking towards end of pedestrian phase	$18,000
	2) Realign crosswalks and extend median nose on east leg to new crosswalk. Install ADA compliant curb ramps	W	Provide direct path; decrease crossing distance	$15,750
	3) Add “Turning Vehicles Yield To Pedestrians” sign on south leg of intersection at driveway	S	Increase vehicle awareness of pedestrians at driveway exit	$250
TOTAL ESTIMATED COST				**$34,000**

(1) A = Access S = Safety C = Connectivity W = Walkability

Additional Notes:

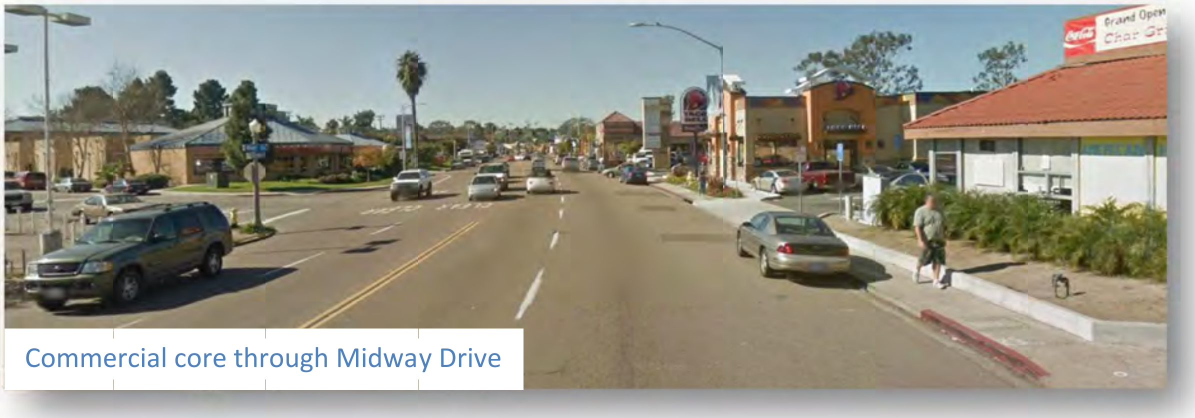
Project T23 in the Public Facilities Financing Plan (PFFP, 2004) includes widening Sports Arena Boulevard to six lanes and implementation of Class II bicycle lanes. Also included in the City’s Transportation Unfunded Needs List (2012) is project 1227 which would replace all existing sidewalks on the south side of the street from Rosecrans Street to Pacific Highway.

Improvement Area M-8:

Midway Drive Corridor Improvements (Sports Arena Boulevard to Rosecrans)

Purpose & Need:

Midway Drive runs through the commercial core of the Midway community and provides access to multiple hotels, shops and restaurants. Throughout the corridor, sidewalk obstructions like newspaper stands and benches block the path of travel for pedestrians. There also multiple transit stops along the corridor resulting in a high potential for pedestrian activity. Many stops do not correspond to signal controlled intersections; therefore pedestrians cross at uncontrolled intersections through this section. High volumes and speeds along Midway make crossing at uncontrolled locations difficult due to lack of gaps and drivers who do not yield to pedestrians. A combination of high traffic volumes and long distances between marked, controlled crossings result in an unfriendly pedestrian environment. This project would improve sidewalk conditions to encourage pedestrians to cross at controlled locations. Midblock marked crossings are likely infeasible along this corridor.



Commercial core through Midway Drive

Recommended Improvements:

Implement sidewalk improvements to remove obstructions. Evaluate the feasibility of installing additional marked and/or controlled crosswalks.

Table M-8: Midway Drive Corridor Improvements (Sports Arena Boulevard to Rosecrans)

Location	Description	Goal (1)	Objective	Est. Cost
Midway Drive from Duke Street to Kemper Street	1) Widen sidewalk on north side of street	W	Improve walking environment and remove obstructions	$504,000
Midway Drive at Kemper Street	2) Replace existing pedestrian heads with countdown timers on all corners	S	Reduce pedestrian-vehicle conflicts by preventing walking at end of phase	$24,000
Midway Drive at East Street	3) Repair deteriorating and missing sidewalk on south side of street	C, W	Improve connectivity for pedestrians	$504,000
TOTAL ESTIMATED COST				**$1,032,000**

(1) A = Access S = Safety C = Connectivity W = Walkability

Improvement Area M-9:

W. Palm Street Connectivity Improvements

Purpose & Need:

The W. Palm Street pedestrian bridge crosses over I-5 and connects Kettner Boulevard and Pacific Highway to India Street on the north side of the freeway. The bridge terminates at the intersection of West Palm Street / Kettner Boulevard. At this intersection, there is no marked crosswalk and the sidewalk on the north side of the street is in need of repair. In order to improve pedestrian safety, street lighting is recommended along the bridge and ramps. Pedestrian visibility across Kettner Boulevard can be improved by installing curb extensions and an enhanced crosswalk with a Hawk signal. These improvements will reduce pedestrian crossing distance and improve visibility and safety of the marked crosswalk.

I-5 Pedestrian Bridge at Kettner Blvd and W. Palm

Palm Street at Pacific Highway

Recommended Improvements:

Narrow Kettner Boulevard by adding curb extensions and improve visibility of pedestrians near pedestrian bridge.

Table M-9: W. Palm Street Connectivity Improvements

Location	Description	Goal [(1)]	Objective	Est. Cost
W. Palm Street/Kettner Boulevard	1) Install street lighting on pedestrian bridge ramps and replace existing street lights on pedestrian bridge	S	Improve visibility of pedestrians	$30,000
	2) Evaluate feasibility of installing an enhanced marked crosswalk and remove overhead sign and flashing beacon	A,S,W	Improve walkability along Rosecrans Street	$18,250
	3) Install ADA compliant curb ramps	A	Improve access for all users	$12,000
	4) Implement curb extensions to reduce pedestrian crossing distance	C, S	Improve pedestrian visibility around parked vehicles	$30,000
W. Palm St./ India St.	5) Evaluate feasibility of installing an enhanced marked crosswalk on south leg of intersection (remove overhead flashing beacon). Install ADA compliant ramps.	A,S,W	Improve visibility of pedestrians in crosswalk and overall walkability	$18,250
TOTAL ESTIMATED COST				**$108,500**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area M-10:

Implement Rosecrans Mobility Study Recommendations

Purpose & Need:

The Rosecrans Corridor presents challenging conditions for pedestrians due to large intersections, high traffic volumes and high speeds. The Rosecrans Mobility Study was prepared for the City of San Diego and addresses pedestrian and multimodal access through the Midway community. Improvement identified in the study includes modifications to road cross-sections and configurations at intersections. Detailed improvements are provided in the Study to address pedestrian accessibility, walkability and safety.

High traffic volumes and speeds through Rosecrans Street

Recommended Improvements:

Address pedestrian and multimodal access through modifications to road cross-sections and intersection configurations.

Table M-10: Rosecrans Mobility Study

Location	Description	Goal (1)	Objective
Rosecrans Mobility Study	Implement overall pedestrian and multimodal improvements and modifications to cross sections and intersection configurations	A,S,W	Improve walkability along Rosecrans Street

(1) A = Access S = Safety
C = Connectivity W = Walkability

Ocean Beach Pedestrian Plan

Pedestrian Master Plan – Phase 4

Ocean Beach Community Description

The Ocean Beach Community is bounded on the north by the San Diego River, on the west by the Pacific Ocean, on the east by Froude Street and West Point Loma Boulevard, and on the south by Adair Street. East of Sunset Cliffs Boulevard, the land slopes upward.

The majority of Ocean Beach is developed with low and medium density residential uses. Newport Avenue serves as the primary commercial core for the community, characterized by street-fronting businesses served by diagonal parking. A smaller, similar commercial district is located on Voltaire Street.

Streets in Ocean Beach are laid out in a traditional grid pattern, with regional access provided by Nimitz Boulevard, Sunset Cliffs Boulevard, and West Point Loma Boulevard at the northern tip of the community.

Community Outreach

The project was presented to the Ocean Beach Planning Board in September 2012. At that time, the Focus Area was presented and community members were encouraged to complete Walk Audits and the Online Survey. No surveys were completed online for the Ocean Beach community.

Ocean Beach residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. Open House participants returned a total of 41 survey forms, including one for the Ocean Beach Community.

Inventory of Missing Sidewalks and Curb Ramps

The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG and the City for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions, pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in **Exhibit OB-1**.

Route Types

All roadways within the Ocean Beach Community were classified based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in the Ocean Beach Area: District, Corridor, Connector and Neighborhood. **Exhibit OB-2** illustrates the Route Type Classifications defined within the Ocean Beach Community.

District: A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

Connector: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Neighborhood: A neighborhood sidewalk is limited to areas of lower density and single use residential areas.

Focus Areas

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within Ocean Beach. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the Ocean Beach Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas were refined as a result of the existing conditions needs assessment and input from the community. **Exhibit OB-3** illustrates the Ocean Beach Focus Area routes.

Improvement Areas

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the Ocean Beach Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another. Corridor improvements focus on improvements either along a roadway or through a series of intersections.

For the Ocean Beach Community, eight Improvement Areas were defined, which are illustrated in **Exhibit OB-4** and summarized in the following Table. Following the exhibit and table, recommendations for each Improvement Area are described in detail.

Priority Score

The Improvement Areas and recommended projects within each improvement areas were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan.

Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.

Improvement Area Recommendations

Improvement Area	Recommendations	Priority Score
OB-1 **Nimitz Boulevard at West Point Loma Boulevard Intersection Improvements**	Evaluate feasibility of modifying intersection to improve pedestrian safety at free right turns and reduce pedestrian crossing distances. Repair deteriorating and/or missing sidewalk and ADA compliant ramps.	**14**
OB-2 **Newport Avenue / Abbott Street Beach Access Improvements**	Implement improvements at Abbott / Newport to direct pedestrians through the intersection, improve visibility of pedestrians, and develop clear path of travel.	**6**
OB-3 **Bacon Street at Newport Avenue Intersection Improvements**	Implement improvements to improve walkability and visibility of pedestrians at the intersection.	**30**
OB-4 **Bacon Street at West Point Loma Boulevard Intersection**	Evaluate to Reconfigure intersection to reduce crossing distances and implement missing sidewalk.	**18**
OB-5 **Voltaire Street Connectivity Improvements**	Provide treatments at intersections, especially at cross streets of Bacon and West Point Loma, to reduce crossing distance and improve visibility of pedestrians.	**18**
OB-6 **Newport Avenue and Santa Monica Avenue Walkability Improvements**	Improve walkability along the commercial corridor and near the school and community center by improving visibility of pedestrians and reducing pedestrian crossing distances.	**27**
OB-7 **Sunset Cliffs Walkway Project**	Implement walkway to provide connectivity from Ocean Beach into neighboring communities.	**16.5**
OB-8 **Saratoga Beach Access**	Improve connection to beach from Abbott Street.	
OB-9 **Park Connectivity Study**	Conduct a feasibility study to determine physical improvements to improve pedestrian connectivity including pedestrian bridges, pedestrian signals, and sidewalk connections.	

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Exhibit OB-1: Missing Sidewalk and Curb Ramps

San Diego Pedestrian Master Plan Phase 4: **Ocean Beach**

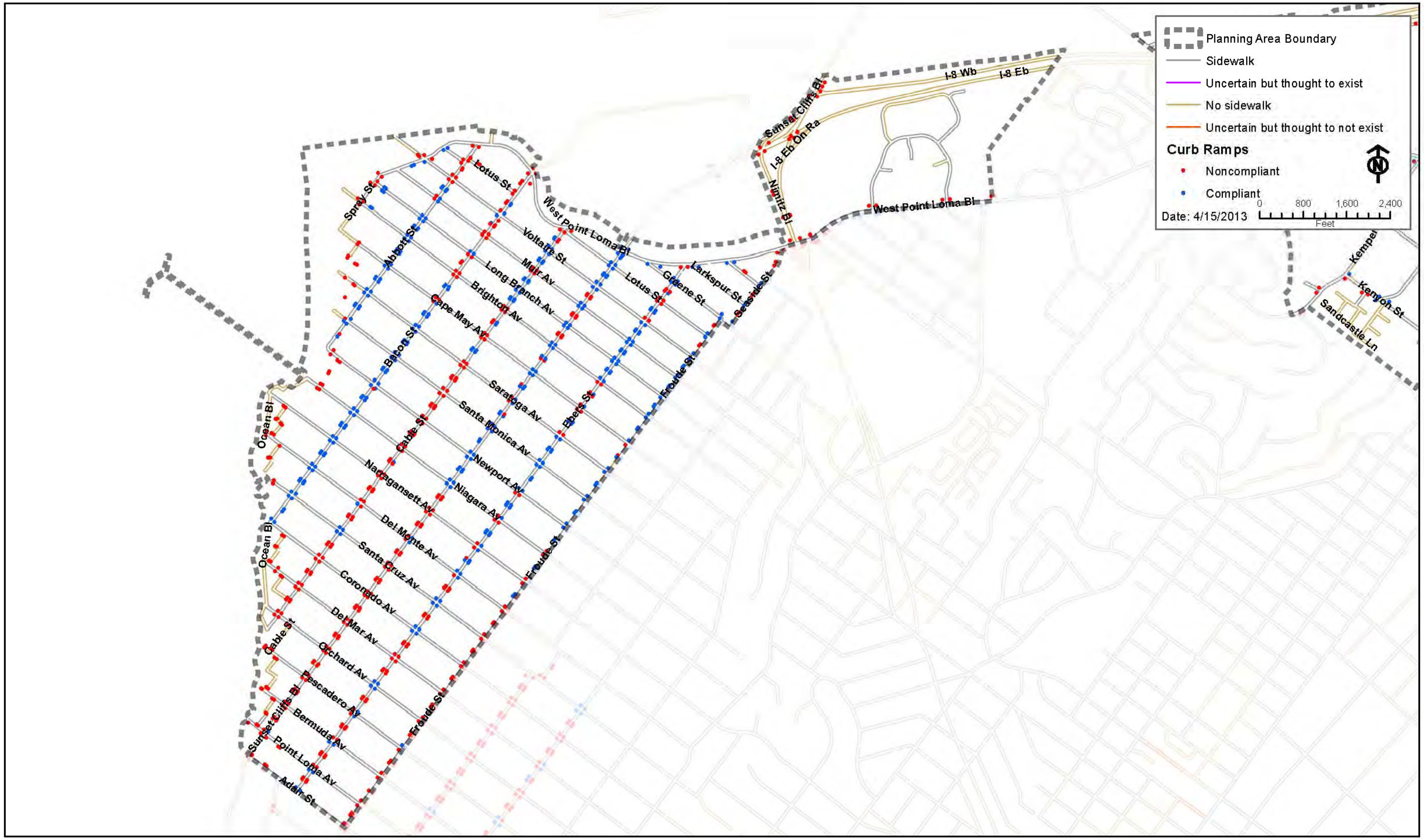


Exhibit OB-2: Route Type Classifications

San Diego Pedestrian Master Plan Phase 4: Ocean Beach - Midway - Pacific Highway - Old Town

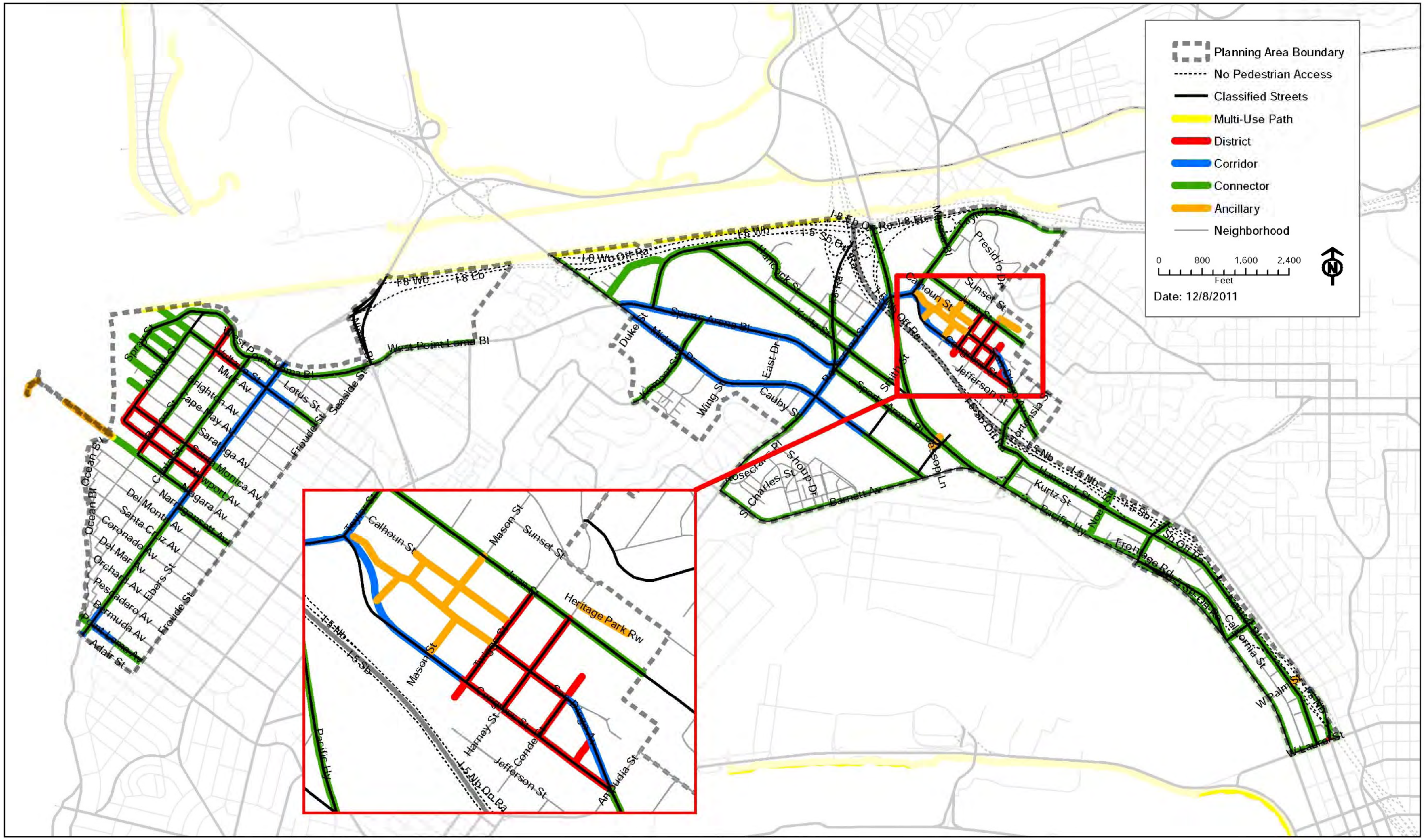


Exhibit OB-3: Focus Area

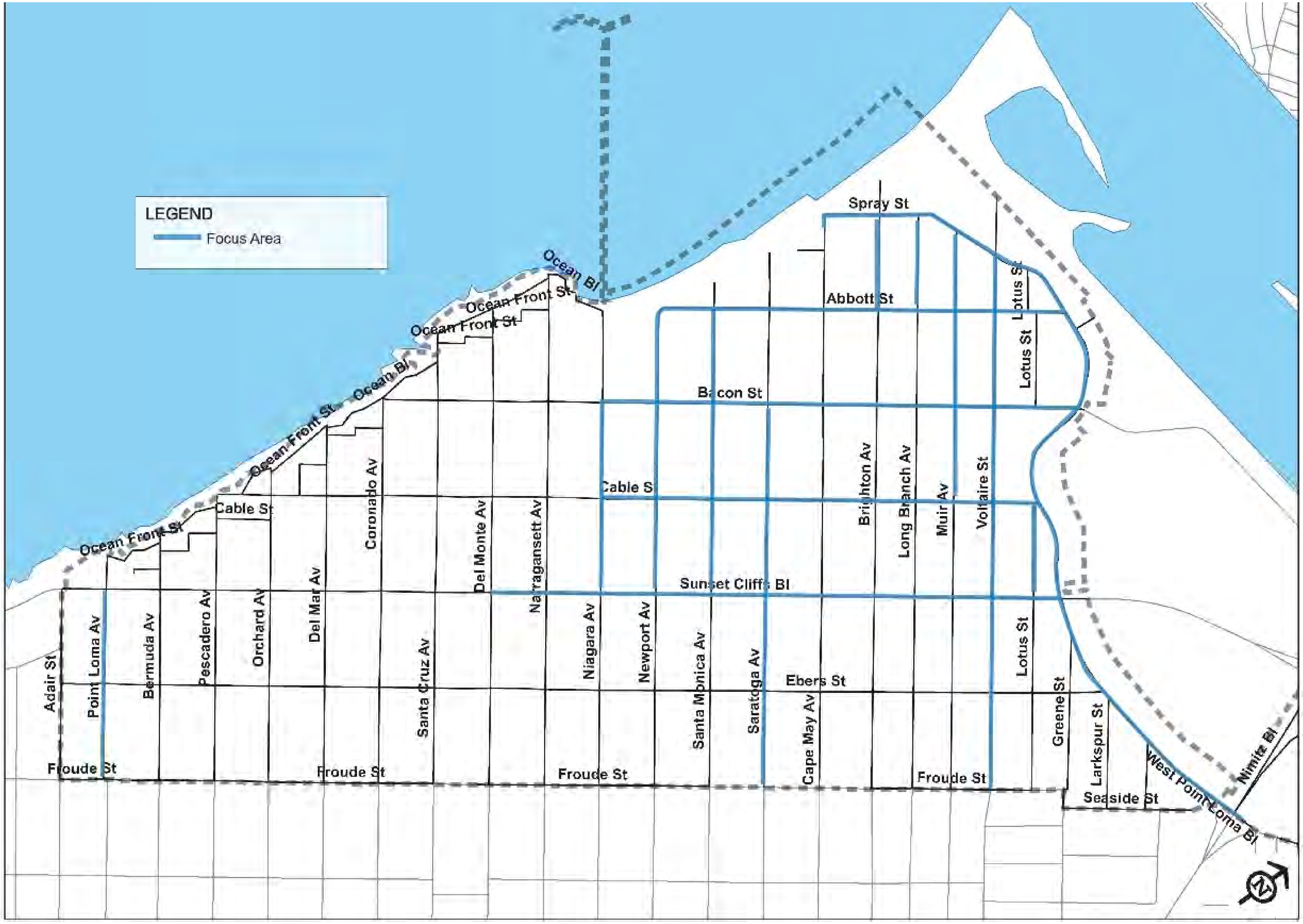
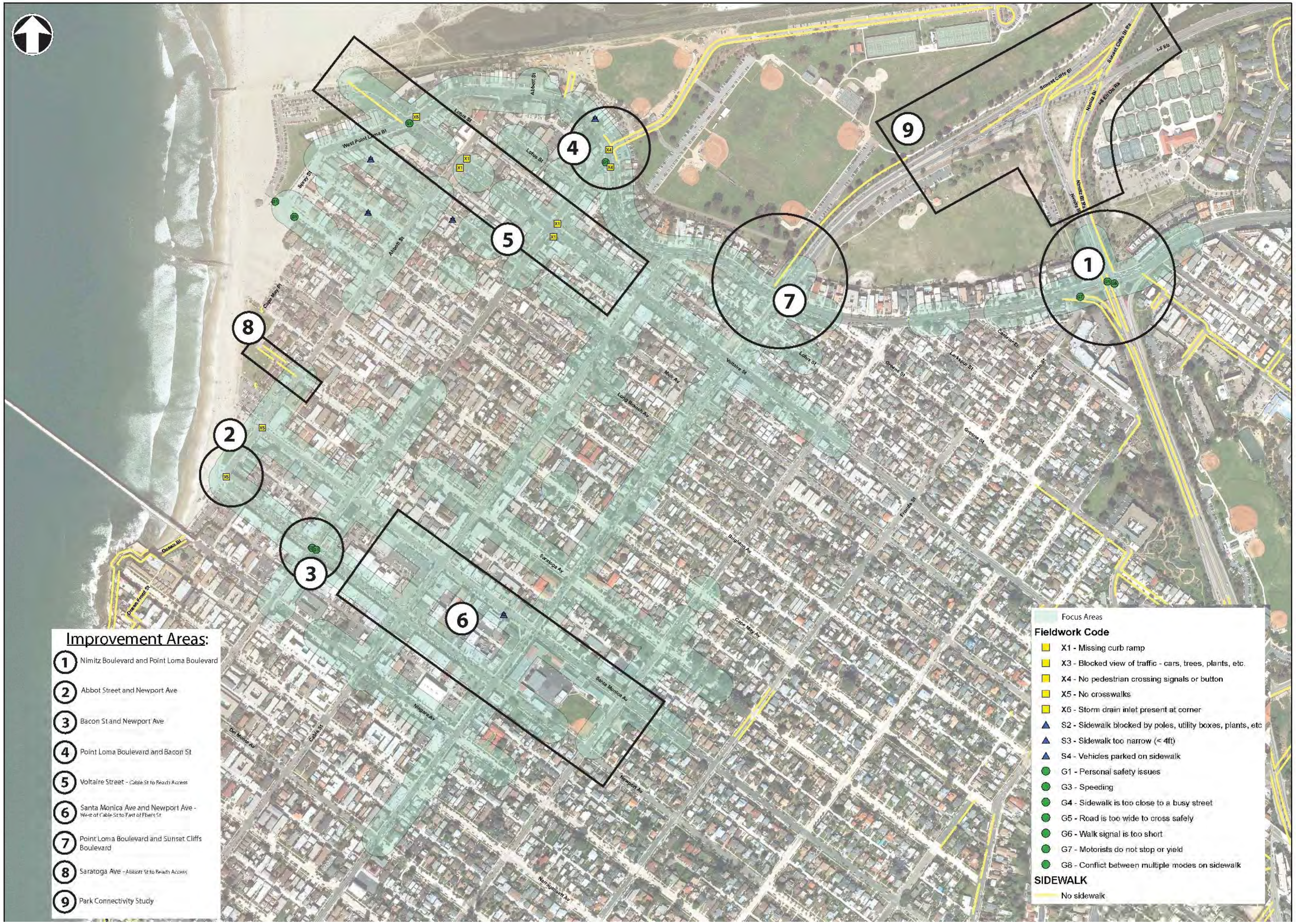


Exhibit OB-4: Improvement Areas


1
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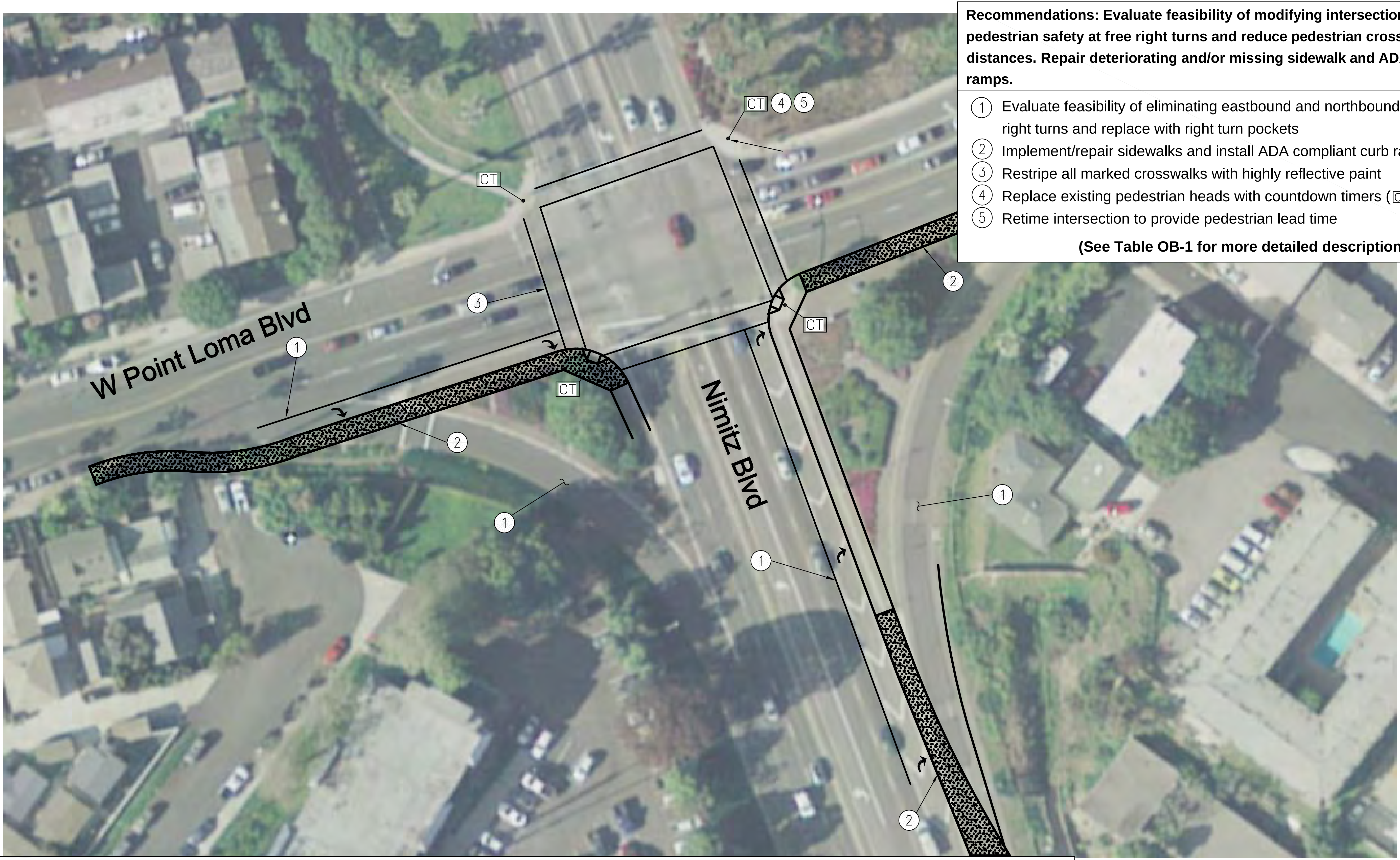
9
Improvement Areas:
1 Nimitz Boulevard and Point Loma Boulevard
2 Abbot Street and Newport Ave
3 Bacon St and Newport Ave
4 Point Loma Boulevard and Bacon St
5 Voltaire Street - Cable St to Beach Access
6 Santa Monica Ave and Newport Ave - West of Cable St to East of Ebers St
7 Point Loma Boulevard and Sunset Cliffs Boulevard
8 Saratoga Ave - Abbott St to Beach Access
9 Park Connectivity Study
Focus Areas
Fieldwork Code
X1 - Missing curb ramp
X3 - Blocked view of traffic - cars, trees, plants, etc.
X4 - No pedestrian crossing signals or button
X5 - No crosswalks
X6 - Storm drain inlet present at corner
S2 - Sidewalk blocked by poles, utility boxes, plants, etc
S3 - Sidewalk too narrow (< 4ft)
S4 - Vehicles parked on sidewalk
G1 - Personal safety issues
G3 - Speeding
G4 - Sidewalk is too close to a busy street
G5 - Road is too wide to cross safely
G6 - Walk signal is too short
G7 - Motorists do not stop or yield
G8 - Conflict between multiple modes on sidewalk
SIDEWALK
No sidewalk
Ocean Front St
Del Monte Av
Voltaire St
Saratoga Av
Santa Monica Av
Newport Av
Niagara Av
Narragansett Av
Brighton Av
Long Branch Av
Cable St
Abbott St
Bacon St
Sunset Cliffs Bl
Nimitz Bl
West Point Loma Bl
Ocean Bl



Recommendations: Evaluate feasibility of modifying intersection to improve pedestrian safety at free right turns and reduce pedestrian crossing distances. Repair deteriorating and/or missing sidewalk and ADA compliant ramps.

① Evaluate feasibility of eliminating eastbound and northbound free right turns and replace with right turn pockets
② Implement/repair sidewalks and install ADA compliant curb ramps
③ Restripe all marked crosswalks with highly reflective paint
④ Replace existing pedestrian heads with countdown timers (CT)
⑤ Retime intersection to provide pedestrian lead time

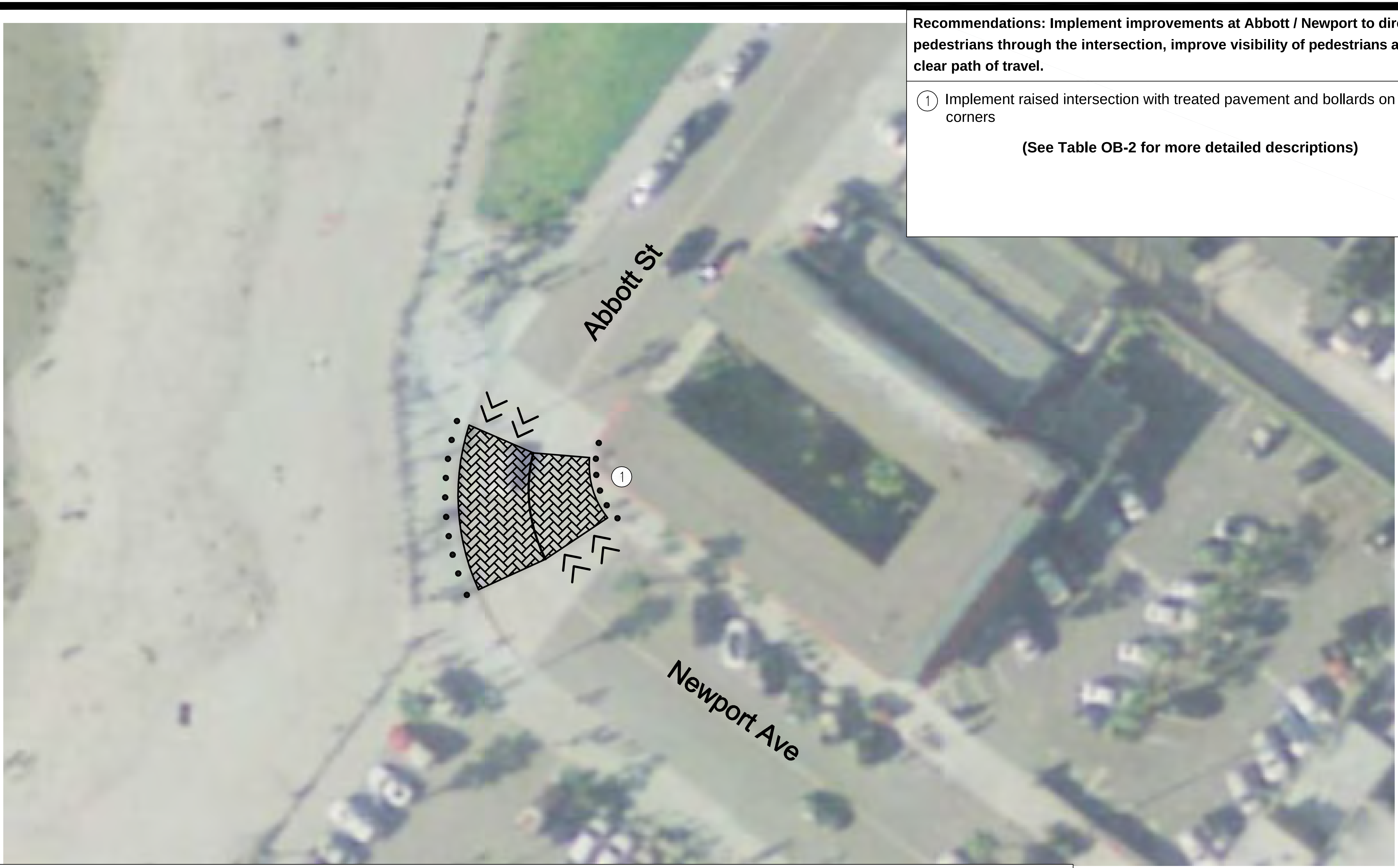
(See Table OB-1 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OB-1

Nimitz Boulevard at W Point Loma Boulevard Intersection Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Implement improvements at Abbott / Newport to direct pedestrians through the intersection, improve visibility of pedestrians and develop clear path of travel.

① Implement raised intersection with treated pavement and bollards on corners

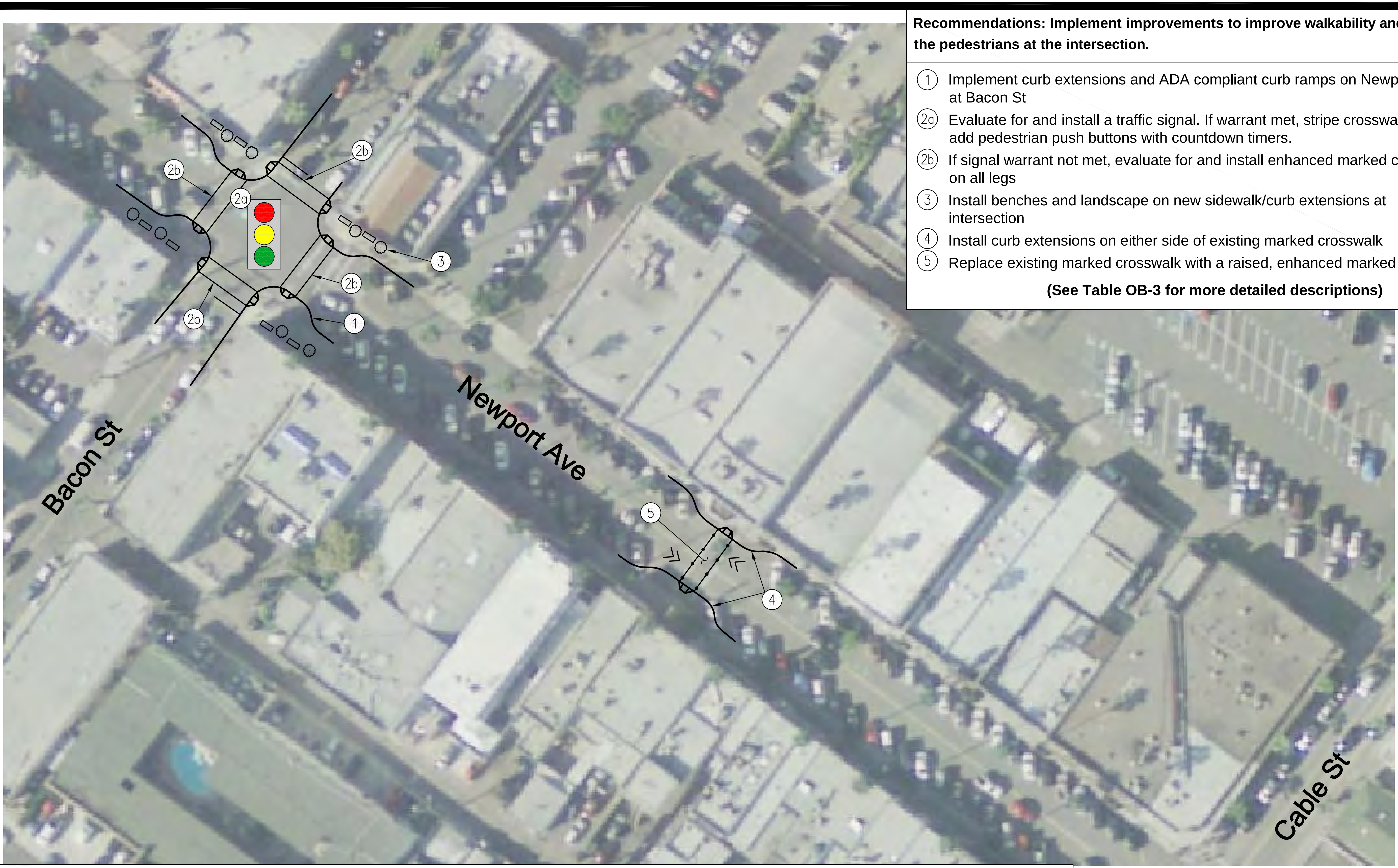
(See Table OB-2 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OB-2

Newport Avenue / Abbott Street Beach Access Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Implement improvements to improve walkability and visibility of the pedestrians at the intersection.

① Implement curb extensions and ADA compliant curb ramps on Newport Ave at Bacon St

(2a) Evaluate for and install a traffic signal. If warrant met, stripe crosswalks, and add pedestrian push buttons with countdown timers.

(2b) If signal warrant not met, evaluate for and install enhanced marked crosswalks on all legs

③ Install benches and landscape on new sidewalk/curb extensions at intersection

④ Install curb extensions on either side of existing marked crosswalk

⑤ Replace existing marked crosswalk with a raised, enhanced marked crosswalk

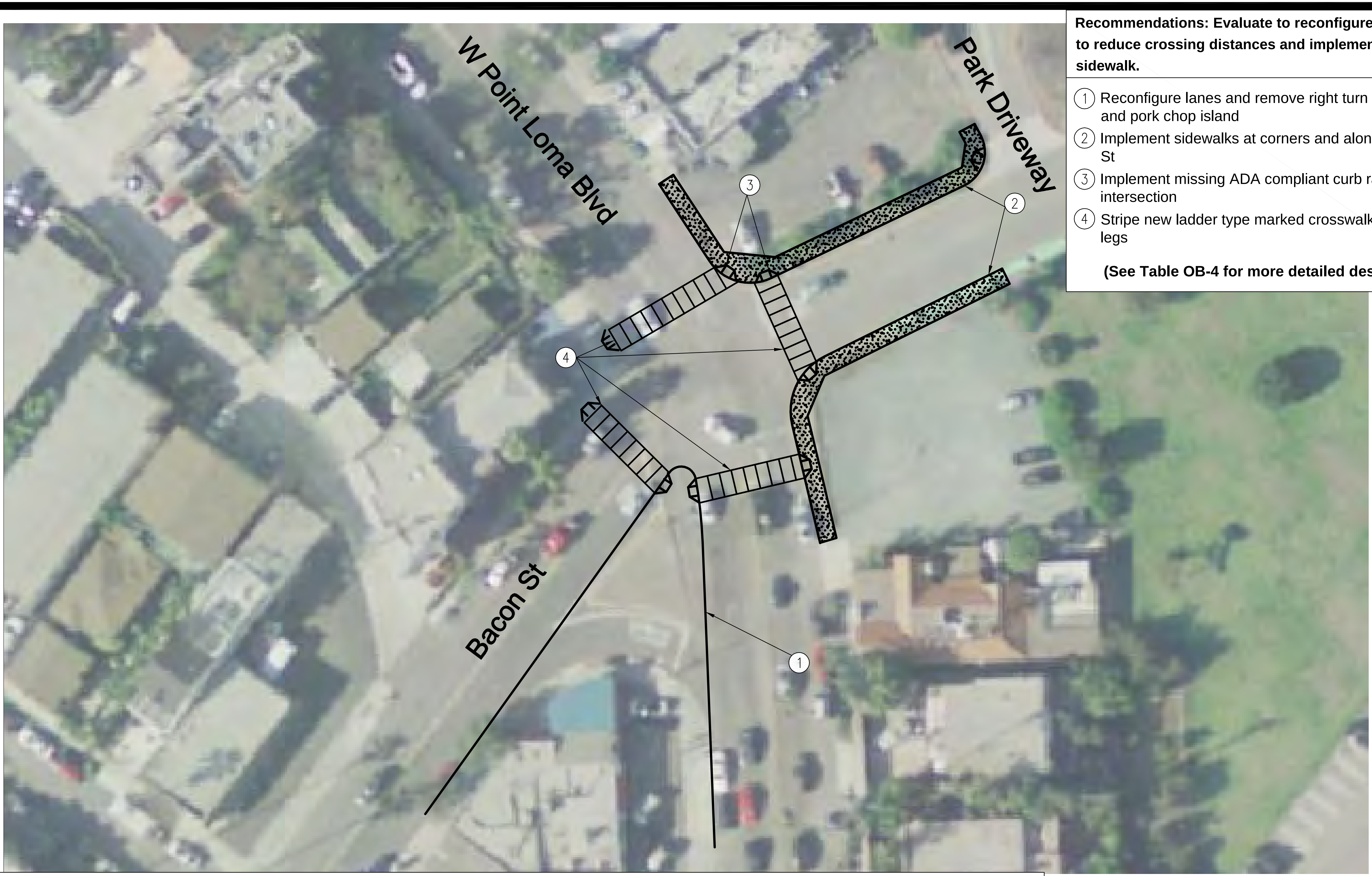
(See Table OB-3 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OB-3

Bacon Street at Newport Avenue Intersection Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Evaluate to reconfigure intersection to reduce crossing distances and implement missing sidewalk.

1. Reconfigure lanes and remove right turn pocket and pork chop island
2. Implement sidewalks at corners and along Bacon St
3. Implement missing ADA compliant curb ramps at intersection
4. Stripe new ladder type marked crosswalks on all legs

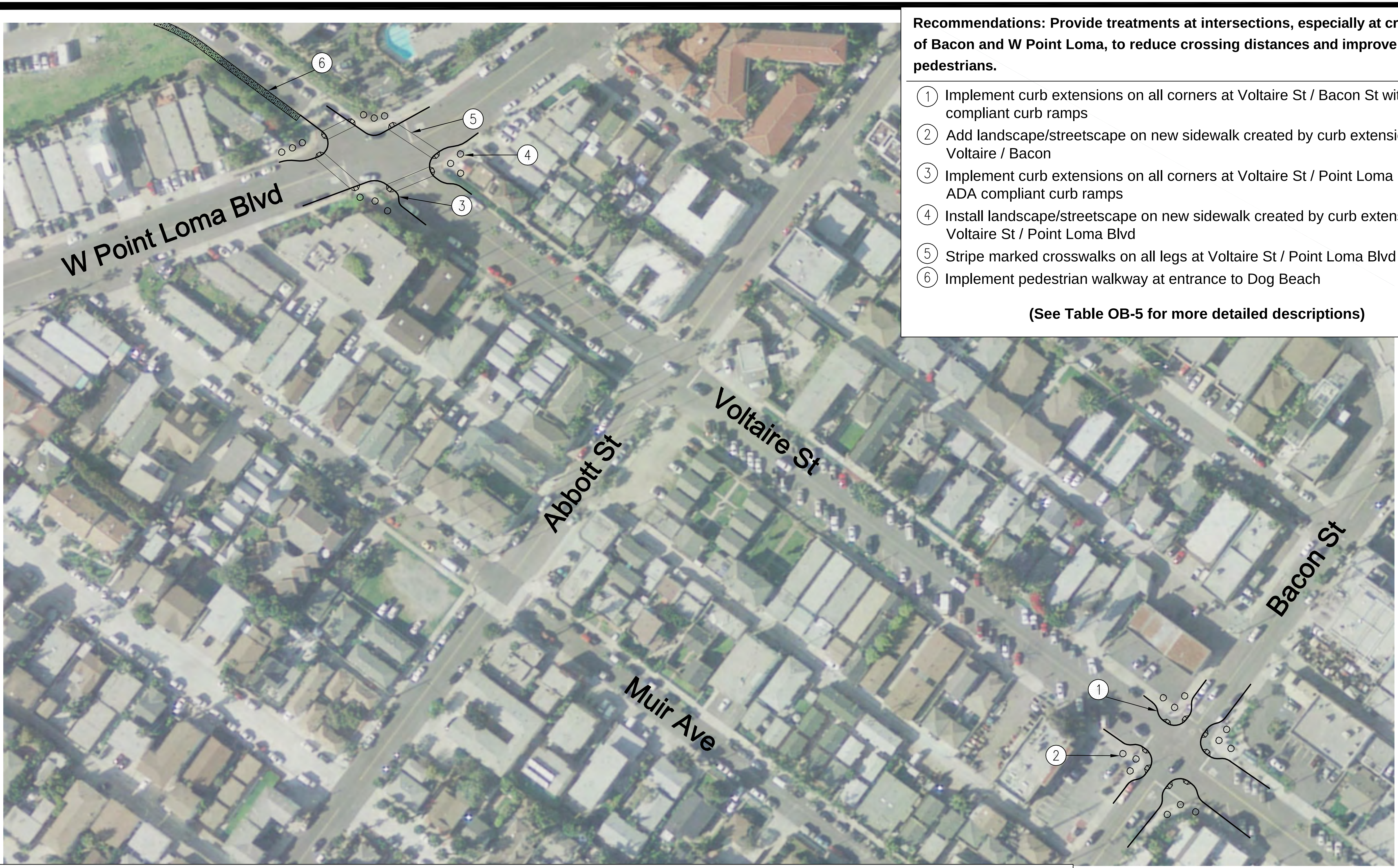
(See Table OB-4 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OB-4

Bacon Street at W Point Loma Boulevard Intersection Improvements

Pedestrian Master Plan - Phase 4



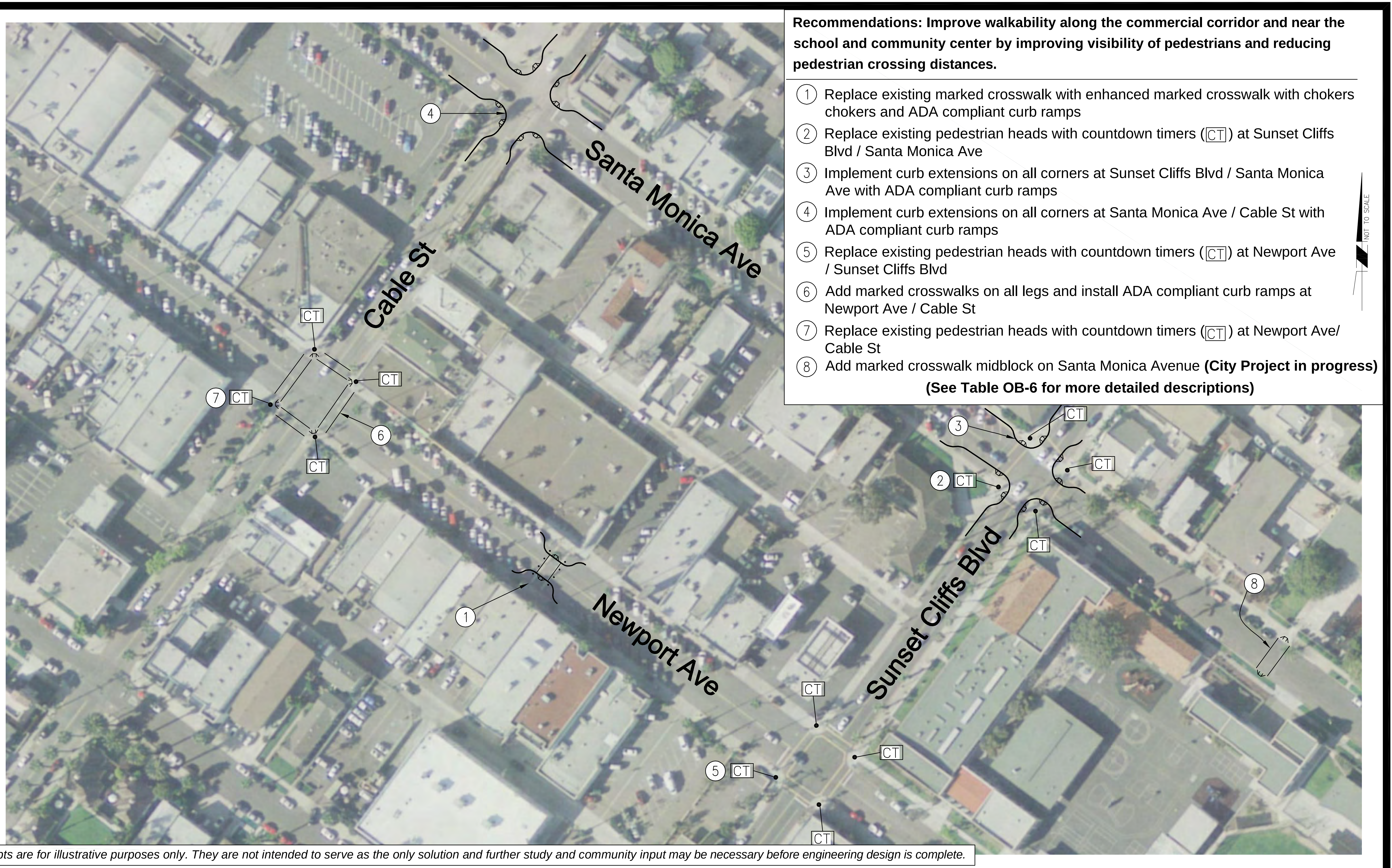
Recommendations: Provide treatments at intersections, especially at cross streets of Bacon and W Point Loma, to reduce crossing distances and improve visibility of pedestrians.

① Implement curb extensions on all corners at Voltaire St / Bacon St with ADA compliant curb ramps
② Add landscape/streetscape on new sidewalk created by curb extensions at Voltaire / Bacon
③ Implement curb extensions on all corners at Voltaire St / Point Loma Blvd with ADA compliant curb ramps
④ Install landscape/streetscape on new sidewalk created by curb extensions at Voltaire St / Point Loma Blvd
⑤ Stripe marked crosswalks on all legs at Voltaire St / Point Loma Blvd
⑥ Implement pedestrian walkway at entrance to Dog Beach

(See Table OB-5 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OB-5
Voltaire Street Connectivity Improvements
Pedestrian Master Plan - Phase 4



Recommendations: Improve walkability along the commercial corridor and near the school and community center by improving visibility of pedestrians and reducing pedestrian crossing distances.

① Replace existing marked crosswalk with enhanced marked crosswalk with chokers chokers and ADA compliant curb ramps
② Replace existing pedestrian heads with countdown timers (CT) at Sunset Cliffs Blvd / Santa Monica Ave
③ Implement curb extensions on all corners at Sunset Cliffs Blvd / Santa Monica Ave with ADA compliant curb ramps
④ Implement curb extensions on all corners at Santa Monica Ave / Cable St with ADA compliant curb ramps
⑤ Replace existing pedestrian heads with countdown timers (CT) at Newport Ave / Sunset Cliffs Blvd
⑥ Add marked crosswalks on all legs and install ADA compliant curb ramps at Newport Ave / Cable St
⑦ Replace existing pedestrian heads with countdown timers (CT) at Newport Ave/ Cable St
⑧ Add marked crosswalk midblock on Santa Monica Avenue **(City Project in progress)**

(See Table OB-6 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OB-6

Newport Avenue and Santa Monica Avenue Walkability Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Implement walkway to provide connectivity from Ocean Beach into neighboring communities.

① Install new bike/ped path through parking lot to access Robb Field
② Install street lighting along bike/ped path
③ Provide sidewalk/walkway connection from W Point Loma Blvd to Robb Field per Ocean Beach Gateway project

(See Table OB-7 for more detailed descriptions)

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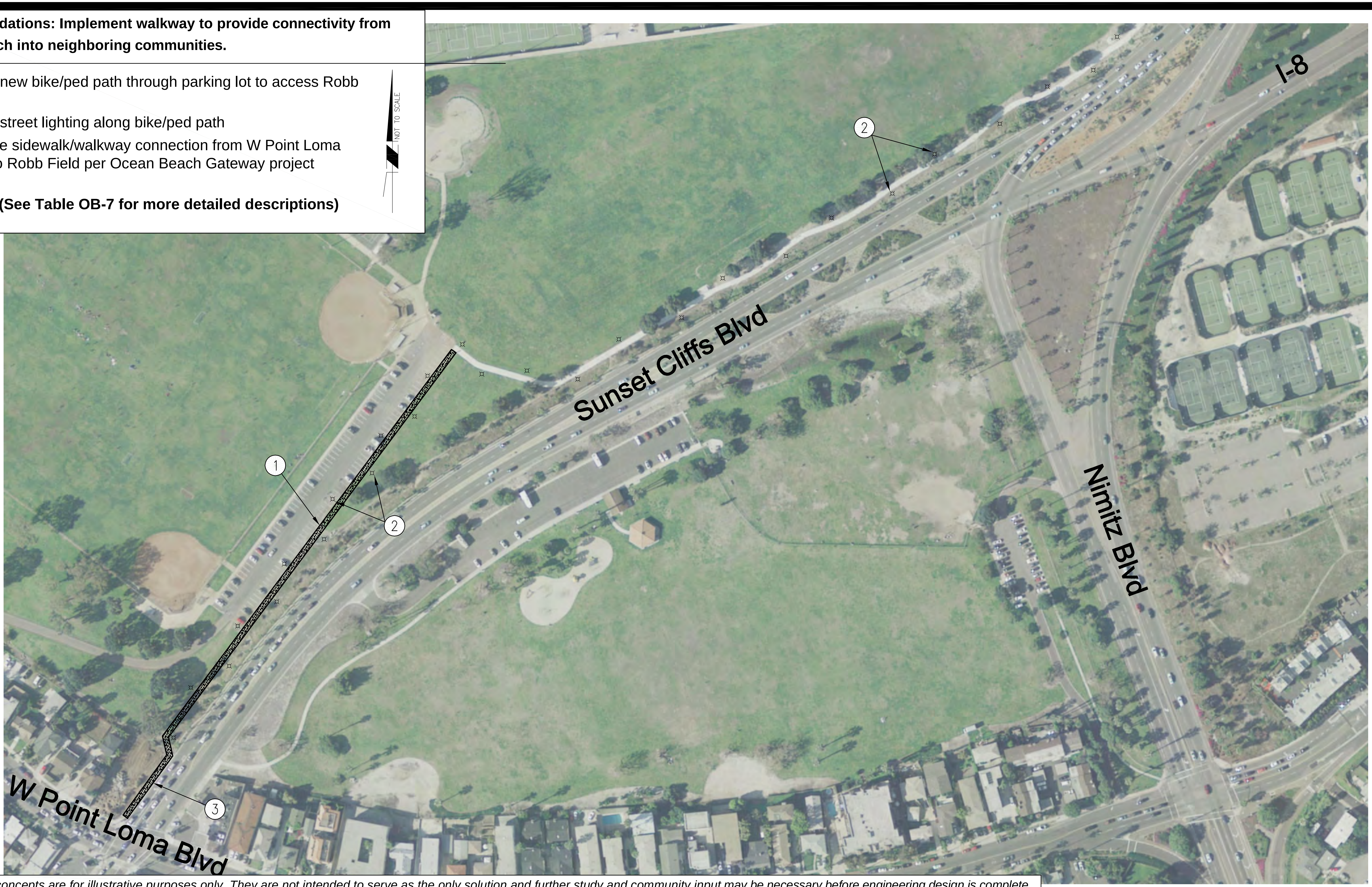


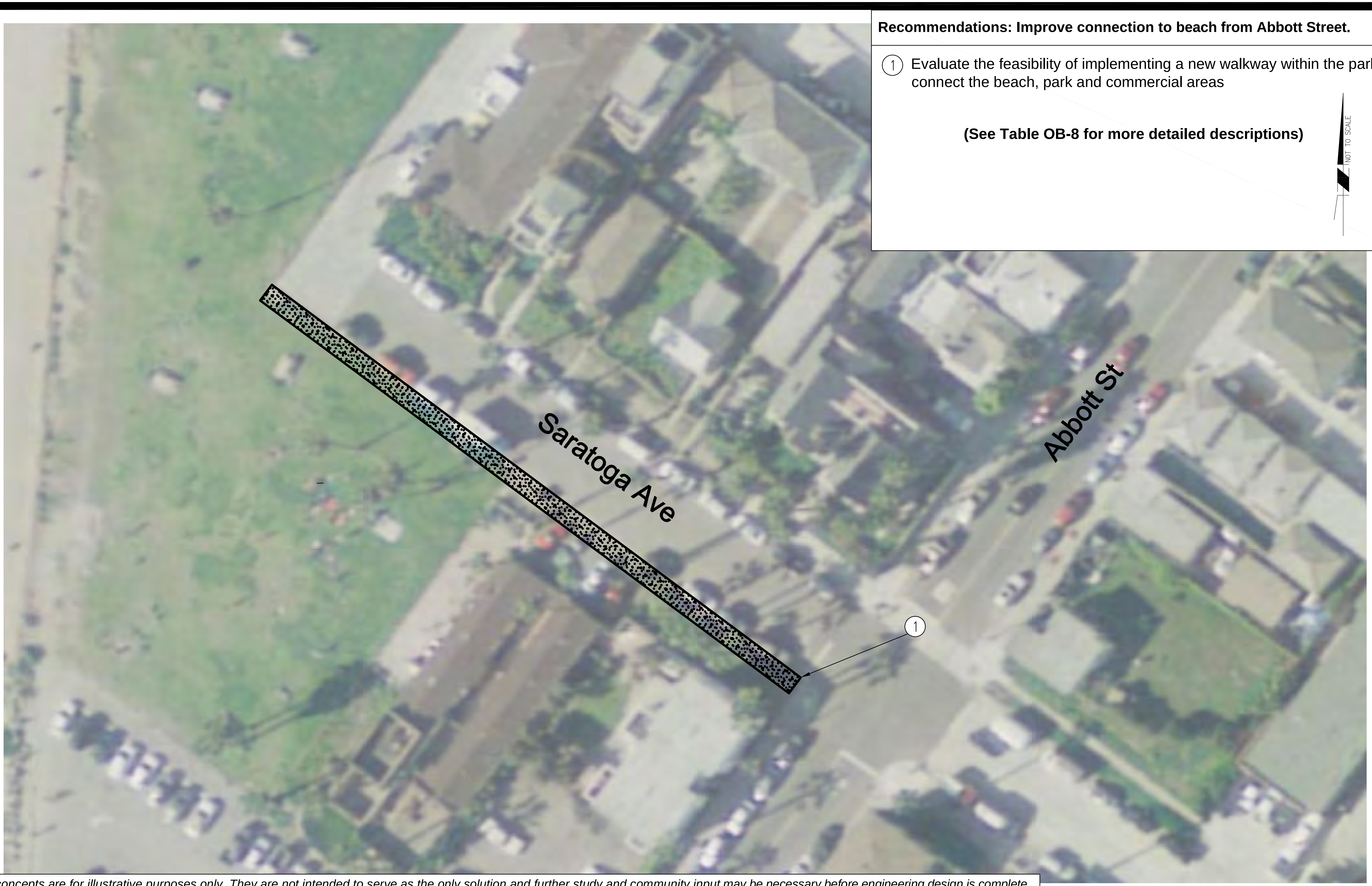
Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OB-7
Sunset Cliffs Walkway Project
Pedestrian Master Plan - Phase 4

Recommendations: Improve connection to beach from Abbott Street.

① Evaluate the feasibility of implementing a new walkway within the park to connect the beach, park and commercial areas

(See Table OB-8 for more detailed descriptions)



Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OB-8

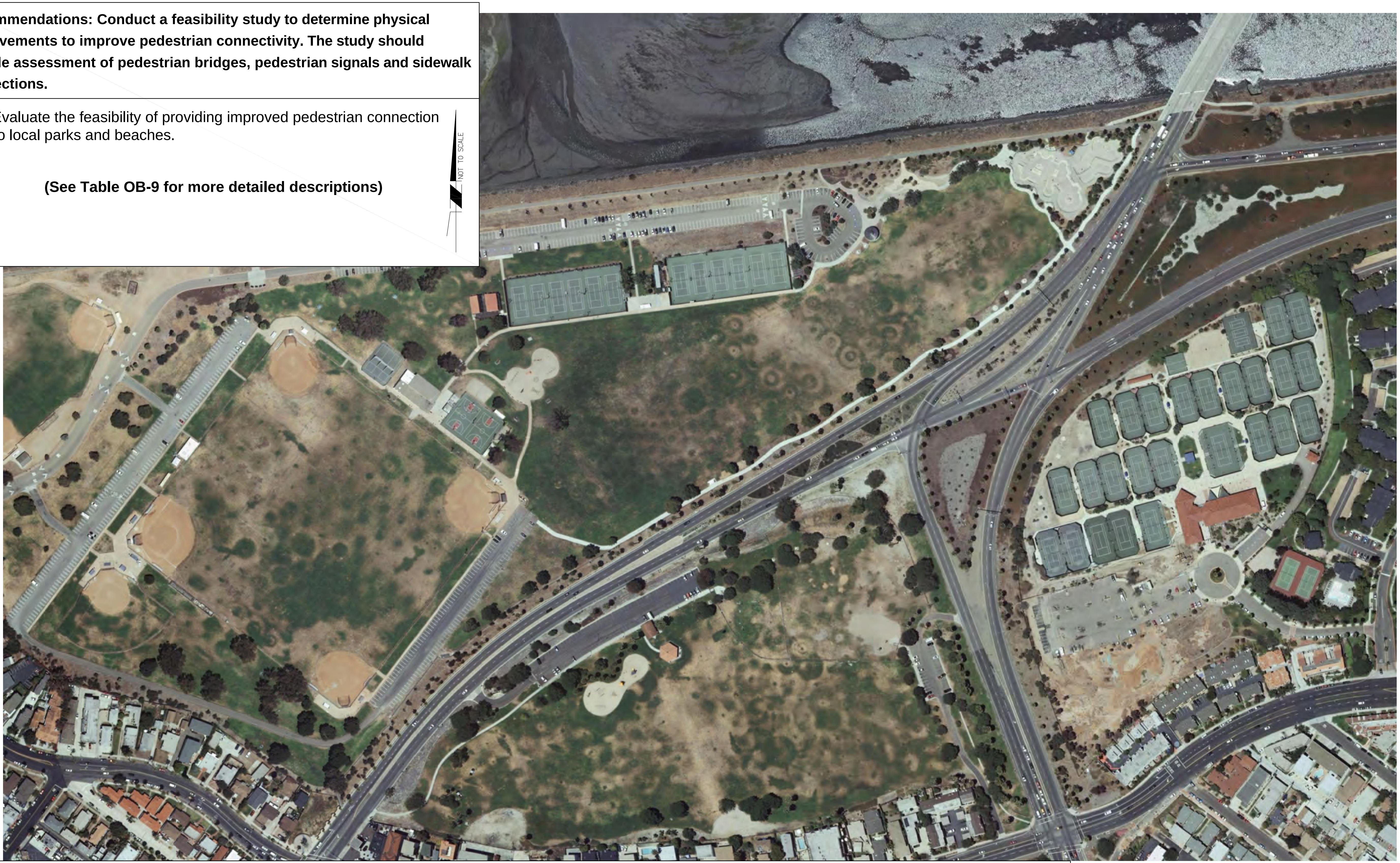
Saratoga Beach Access

Pedestrian Master Plan - Phase 4

Recommendations: Conduct a feasibility study to determine physical improvements to improve pedestrian connectivity. The study should include assessment of pedestrian bridges, pedestrian signals and sidewalk connections.

① Evaluate the feasibility of providing improved pedestrian connection to local parks and beaches.

(See Table OB-9 for more detailed descriptions)



Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OB-9
Park Connectivity Study
Pedestrian Master Plan - Phase 4

Improvement Area OB-1:

Nimitz Boulevard at West Point Loma Boulevard Intersection Improvements

Purpose & Need:

The intersection of Nimitz Boulevard and West Point Loma Boulevard is one of the main entry points for vehicles into the community of Ocean Beach. High vehicle volumes and wide cross sections make it an unwelcoming environment for pedestrians. Incomplete or missing sidewalks, multiple free right turns with non-yielding vehicles, and long crossing distances are just a few of the things that make this intersection challenging for pedestrians. This project would evaluate the feasibility of modifying the intersection to improve pedestrian safety.

Deteriorating sidewalk

Eastbound free right turn

Northwest corner of intersection

Recommended Improvements:

Evaluate feasibility of modifying intersection to improve pedestrian safety at free right turns and reduce pedestrian crossing distances. Repair deteriorating and/or missing sidewalk and ADA compliant ramps.

Table OB-1: Nimitz Boulevard at West Point Loma Boulevard Intersection Improvements

Location	Description	Goal (1)	Objective	Est. Cost
West Point Loma Blvd at Nimitz	1) Evaluate feasibility of eliminating eastbound and northbound free right turns and replacing with right turn pockets.	S	Improve safety at free right turns	$50,000
	2) Implement/repair sidewalks along the south side of W Point Loma Blvd and east side of Nimitz Blvd and install ADA compliant curb ramps	A, C	Provide connected pedestrian path and bridge gaps of eliminated free right turns. Provide access for all users.	$213,000
	3) Restripe marked crosswalks with highly reflective paint	S	Improve visibility of pedestrians	$3,000
	4) Replace existing pedestrian heads with countdown timers	S	Prevent pedestrians from crossing at end of phase	$24,000
	5) Retime intersection to provide lead time for pedestrians to cross ahead of turning traffic	A, S	Improve visibility of pedestrians and avoid vehicle-pedestrian conflicts	$1,000
TOTAL ESTIMATED COST				**$291,000**

(1) A = Accessibility S = Safety C = Connectivity W = Walkability

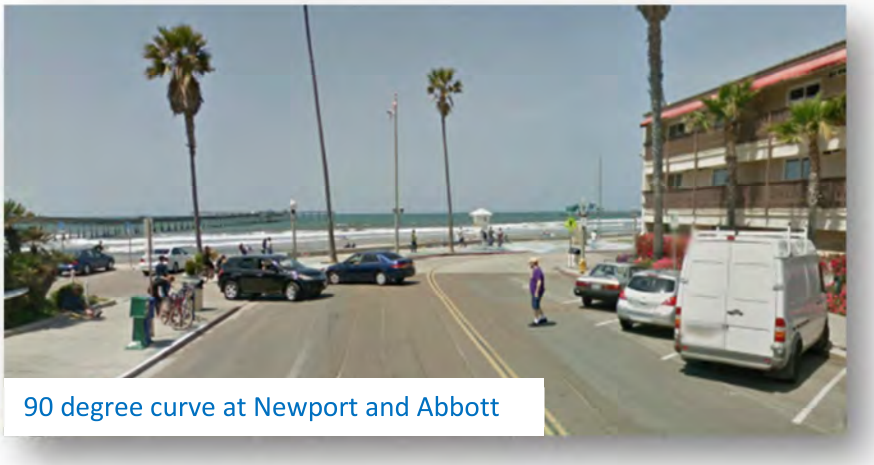
Improvement Area OB-2:

Newport Avenue / Abbott Street Beach Access Improvements

Purpose & Need:

Abbott Street is a beach front access road that connects commercial and residential uses to the coastal attractions. Abbott Street intersects with Newport Avenue to the south, a popular route to the beach and also a 90 degree curve with visibility constraints. There are no marked crosswalks at this location resulting in an unclear path of travel for pedestrians, who often cross diagonal through the intersection. High volumes of both pedestrians and vehicles during summer months make this an difficult location for pedestrians to cross. This project would improve visibility of pedestrians and direct them through the intersection with a clear path of travel.

Abbott Street southbound at Newport



90 degree curve at Newport and Abbott

Aerial view of intersection

Recommended Improvements:

Implement improvements at Abbott / Newport to direct pedestrians through intersection, improve visibility of pedestrians, and develop clear path of travel.

Table OB-2: Newport Avenue / Abbott Street Beach Access Improvements

Location	Description	Goal [(1)]	Objective	Est. Cost
Abbott Street / Newport Avenue	1) Implement a raised intersection with treated pavement and bollards on corners	W, S	Improve pedestrian visibility at the curve; Reduce vehicle speeds	$162,000
TOTAL ESTIMATED COST				**$162,000**

(1) A = Accessibility S = Safety

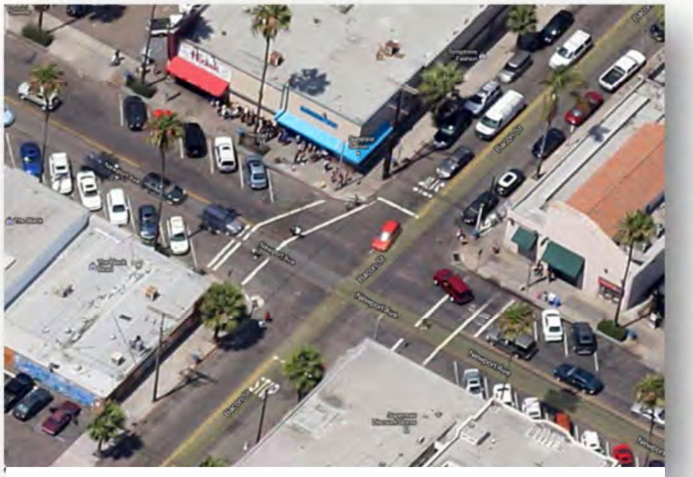
C = Connectivity W = Walkability

Improvement Area OB-3:

Bacon Street at Newport Avenue Intersection Improvements

Purpose & Need:

The intersection of Bacon Street and Newport Avenue is located in the center of shopping, cafes, and bars all within walking distance of the beach. Although the area encourages pedestrian activity, it lacks some pedestrian amenities like marked crosswalks. A review of accident history in the past 5 years shows that 6 pedestrian related accidents have been reported at this intersection. This project would improve visibility of pedestrians and improve walkability in the area.


Newport Avenue at Bacon Street

Southeast leg of intersection

Southwest leg of intersection

Recommended Improvements:
Implement improvements to improve walkability and improve visibility of pedestrians at the intersection.

Table OB-3: Bacon Street at Newport Avenue Intersection Improvements

Location	Description	Goal (1)	Objective	Est. Cost
Bacon Street at Newport Avenue	1) Implement curb extensions on all of the intersection.	S	Improve pedestrian visibility behind diagonal parking	$84,000
	2a) Evaluate for and install a traffic signal. Stripe marked crosswalks on all legs and install pedestrian push buttons and countdown timers.	A, S	Improve pedestrian access at intersection	$31,875 + $250,000 = $256,875
	2b) IF WARRANTS ARE NOT MET – Evaluate for and install enhanced marked crosswalks on all legs including reflective paint and signage.	S, W	Improve walkability and visibility of pedestrians	$64,375
	3) Install landscape and benches on new sidewalks created by curb extensions	W	Improve walking environment	$40,000
Newport Avenue	4) Install curb extensions on each side of the existing marked crosswalk midway between Bacon and Cable.	S	Improve pedestrian visibility and decrease vehicle speeds	$36,000
	5) Replace existing marked crosswalk with a raised, enhanced crosswalk.	S	Improve pedestrian visibility and safety at existing marked crosswalk.	$15,000
TOTAL ESTIMATED COST	**(Option 2a)**			**$431,875**
	(Option 2b)			**$239,375**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area OB-4:

Bacon Street at West Point Loma Boulevard Intersection Improvements

Purpose & Need:

The intersection of West Point Loma Boulevard and Bacon Street connects the Ocean Beach community with the Ocean Beach Bicycle Path and the Ocean Beach Athletic Area (Robb Field). Currently, there are no marked crosswalks at this intersection and the skewed northbound approach of Bacon Street results in a long crossing distance for pedestrians. Although Bacon Street leads into the Athletic Area of Robb Field, there are no sidewalks on either side of the street. This project would improve the connectivity between West Point Loma Boulevard and the nearby recreational areas.

Northeast corner of intersection with no sidewalks

"Head in" parking on West Point Loma Boulevard

Southwest leg of intersection

Recommended Improvements:

Evaluate the feasibility of reconfiguring the intersection to reduce crossing distance and implement missing sidewalk.

Table OB-4: Bacon Street at West Point Loma Boulevard Intersection Improvements

Location	Description	Goal [(1)]	Objective	Est. Cost
West Point Loma Boulevard / Bacon Street	1) Reconfigure northbound approach to the intersection and remove right turn pocket and pork chop island	S, W	Improve pedestrian visibility; Reduce crossing distances; Reduce vehicle turning speed	$77,000
	2) Implement sidewalk on the northeast and northwest corner and along Bacon Street	A	Improve connectivity and access to the park	$46,080
	3) Implement missing ADA curb ramps at intersection	A	Improve access and walkability for all users	$27,000
	4) Stripe ladder type marked crosswalks on all legs of the intersection	W, C	Improve pedestrian visibility and connectivity to the park.	$3,000
TOTAL ESTIMATED COST				**$153,080**

(1) A = Accessibility S = Safety C = Connectivity W = Walkability

Improvement Area OB-5:

Voltaire Street Connectivity Improvements

Purpose & Need:

Voltaire Street is a main connection to both the beach and the Ocean Beach bike path, resulting in high volumes of pedestrian and bicycle traffic. Traffic volumes and speeds on the road result in few gaps for crossing in between the intersections, which are spaced far apart. Intersections also lack pedestrian facilities like marked crosswalks and proper curb ramps. This project would improve facilities on the corridor to enhance connectivity to the beach and commercial uses.

Voltaire Street and West Point Loma Boulevard

Recommended Improvements:

Provide treatments at intersections, especially at cross streets of Bacon and West Point Loma, to reduce crossing distance and improve visibility of pedestrians.

Voltaire Street at Bacon Street

Table OB-5: Voltaire Street Connectivity Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Voltaire Street at Bacon	1) Implement curb extensions on all corners of the intersection with ADA compliant curb ramps 2) Add landscape/streetscape on new sidewalk created on curb extensions where possible	S	Improve pedestrian visibility and reduce crossing distance. Improve walking environment.	$124,000
Voltaire at Point Loma Blvd	3) Implement curb extensions on all corners of the intersection with ADA compliant curb ramps 4) Add landscape/streetscape on new sidewalk created by curb extension where possible.	S	Improve pedestrian visibility and decrease speeds through skewed intersection. Improve walking environment.	$118,000
	5) Stripe marked crosswalks on all legs of the all-way stop controlled intersection.	C, S	Improve visibility of pedestrians at intersection	$3,000
Voltaire Street	6) Implement pedestrian walkway at entrance to Dog Beach	C	Provide missing sidewalk link to beach	$31,500
TOTAL ESTIMATED COST				**$276,500**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area OB-6:

Newport Avenue and Santa Monica Avenue Walkability Improvements

Purpose & Need:

The area enclosed by Santa Monica Avenue and Newport Avenue from Ebers Street to west of Cable Street is a main commercial area with high volumes of pedestrians. There have been a total of 7 pedestrian related accidents reported in the area over the past 5 years. Existing marked mid-block crosswalks are faded with age and are in need of restriping. The area also includes Ocean Beach Elementary School, where existing marked crosswalks need enhancements. This project would enhance existing facilities and add intersection improvements at crucial locations with heavy pedestrian volumes.

Recommended Improvements:

Improve walkability along the commercial corridor and near the school and community center by improving visibility of pedestrians and reducing pedestrian crossing distances. Improvements are detailed in the table below.

Santa Monica Avenue at Cable Street

Newport Avenue mid-block crosswalk

Santa Monica Avenue at Sunset Cliffs Boulevard

Table OB-6: Newport Avenue and Santa Monica Avenue Walkability Improvements

Location	Description	Goal (1)	Objective	Est. Cost
Newport Avenue	1) Replace existing marked crosswalk between Cable St and Sunset Cliffs Blvd with an enhanced marked crosswalk and chokers with ADA compliant curb ramps	S, W	Improve visibility of pedestrians	$28,875
Sunset Cliffs Blvd / Santa Monica Avenue	2) Replace existing pedestrian heads with countdown timers	S	Reduce potential for pedestrians crossing at the end of the phase	$8,000
	3) Implement curb extensions on all corners with ADA compliant curb ramps	S, W	Reduce crossing distance and reduce turning speeds.	$84,000
Santa Monica Avenue / Cable Street	4) Implement curb extensions on all corners with ADA compliant curb ramps	S, W	Improve visibility of pedestrians, reduce turning speeds and reduce crossing distance.	$84,000
Newport Avenue / Sunset Cliffs Blvd	5) Replace existing pedestrian heads with countdown timers	S	Reduce potential for pedestrians crossing at the end of the phase	$8,000
Newport Avenue / Cable Street	6) Add marked crosswalks on all legs and install ADA compliant curb ramps	A, W	ADA compliance and provide clear path for pedestrians	$1,875
	7) Replace existing pedestrian heads with countdown timers	S	Prevent pedestrians from crossing at the end of phase	$8,000
Santa Monica Avenue	8) Evaluate for a marked crosswalk midblock (City Project in Process)	S,C	Improve connectivity and provide for clear path of travel for pedestrians.	$2,500
TOTAL ESTIMATED COST				**$225,250**

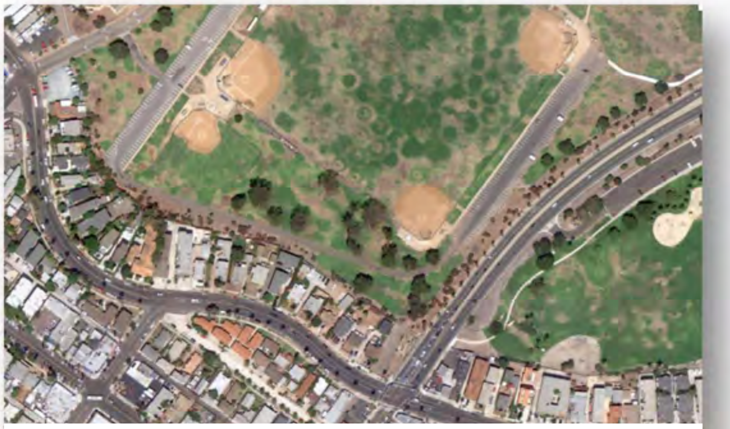
(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area OB-7:

Sunset Cliffs Walkway Project

Purpose & Need:

Sunset Cliffs Boulevard enters the Ocean Beach community at Point Loma Boulevard with Robb Field to the west. The posted speed limit here is 45 mph which presents uncomfortable walking conditions along Sunset Cliffs Boulevard. Robb Field sits adjacent and presents a good alternative to walking along the busy street, but there are no connections to the internal park network from West Point Loma Boulevard or Sunset Cliffs Boulevard. This project would improve walkability at this gateway area to the community.



Lack of connections to internal park circulation from Sunset Cliffs Boulevard

Existing gateway sign on Sunset Cliffs Blvd

Existing entrance to Robb Field from Sunset Cliffs just north of Point Loma Boulevard

Recommended Improvements:

Implement walkway to provide connectivity from Ocean Beach into neighboring communities.

Table OB-7: Sunset Cliffs Walkway Project

Location	Description	Goal [(1)]	Objective	Est. Cost
	1) Install new bike/ped path from Sunset Cliffs Blvd through parking lot to access Robb Field	C	Provide connection to recreational area	$81,000
	2) Install street lighting to illuminate bike/ped path	S, W	Improve visibility of pedestrians and walkability	$180,000
West Point Loma Boulevard	3) Provide sidewalk/walkway connection to Robb Field per Ocean Beach Gateway project.	C	Improve connection to Robb Field from Point Loma Blvd	$81,000
TOTAL ESTIMATED COST				**$342,000**

(1) A = Accessibility S = Safety C = Connectivity W = Walkability

Improvement Area OB-8:

Saratoga Beach Access

Purpose & Need:

Saratoga Avenue offers direct access to the beach through the city park, and thus is a frequent recreational corridor with people walking and running in the street. West of Abbott Street, Saratoga Avenue is lacking sidewalks on both sides of the street and there is no clear path of travel for pedestrians through the park or to the beach. This project would improve the connection from Abbott Street to the beach along Saratoga Avenue.

Recommended Improvements:

Improve connection to beach from Abbott Street.

Entrance to Saratoga Avenue from Abbott Street

Park frontage on Saratoga Avenue

Table OB-8: Saratoga Beach Access

Location	Description	Goal (1)	Objective	Est. Cost
Saratoga Avenue	1) Evaluate the feasibility of implementing a walkway within park to connect beach, park and commercial areas	C, W	Improve connection from community to the beach and park	$10,000
TOTAL ESTIMATED COST				**$10,000**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area OB-9:

Park Connectivity Study

Purpose & Need:

The Ocean Beach community is fortunate to have a series of parks located adjacent to the Pacific Ocean. However, the parks are surrounded by high speed aterials that intersect at skewed angles resulting in difficult pedestrian crossing conditions. Near the intersection of Nimitz Boulevard and Famosa Boulevard is Correia local Middle School. Students are often observed crossing Nimitiz Bouelvard, West Point Loma Boulevard and Sunset Cliffs Boulevard to access park amenities, such as the skate park.

Recommended Improvements:

Conduct a feasibility study to determine physical improvements to improve pedestrian connectivity. The study should include assessment of pedestrian bridges, pedestrian signals and sidewalk connections.

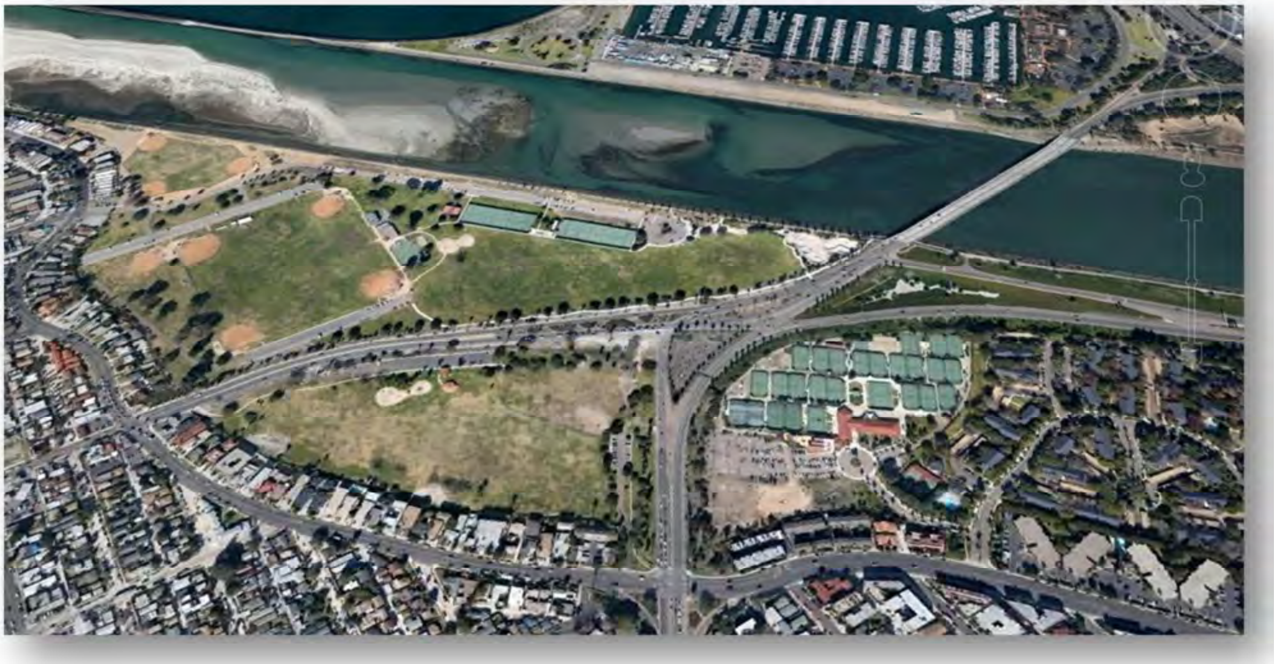


Table OB-9: Park Connectivity Study

Location	Description	Goal [1]	Objective	Est. Cost
Nimitz / W. Point Loma / Sunset Cliffs	1) Evaluate the feasibility of providing improved pedestrian connection to local parks and beaches	C, W	Improve connection from community to the beach and park	$200,000
TOTAL ESTIMATED COST				**$200,000**

[2] A = Accessibility S = Safety C = Connectivity W = Walkability

Old Town Pedestrian Plan

Pedestrian Master Plan – Phase 4

Old Town Community Description

The Old San Diego Community (Old Town) is bounded on the north by I-8 and Mission Valley, on the west by I-5 and Midway, and on the south and east by the Uptown/ Mission Hills hillsides. It is the site of initial settlement in San Diego and the birthplace of the State of California. This settlement, preserved in Old Town San Diego State Historic Park, is a major visitor attraction which gives the entire area a tourist-serving orientation. The San Diego Trolley, passenger trains, and buses serve this area at the Old Town Transit Center adjacent to the historic park. Taylor Street and San Diego Avenue provide the primary freeway access.

Streets in Old Town generally follow a grid pattern and are busy with visitors on foot patronizing the many restaurants and shops in the area. Old Town also has a mix of office uses, residential uses, and lodging. Slopes toward Presidio Park and nearby residential areas can be quite steep; in places, natural slopes and drainages interrupt the street grid. In the core village area, blocks are generally short, with buildings fronting the street.

Community Outreach

The project was presented at the Old Town San Diego Community Planning Committee Meeting in September 2012. At that time, the Focus Area was presented and community members were encouraged to complete Walk Audits and the Online Survey.

Since Old Town was going through the Community Plan Update process that began before this project, significant community input related to pedestrian issues had already been collected. This input was utilized for the Pedestrian Master Plan process as well.

Old Town residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. The survey feedback collected was specific to each community. Open House participants returned a total of 41 survey forms, including three for the Old Town Community.

Inventory of Missing Sidewalks and Curb Ramps

The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions, pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in **Exhibit OT-1**.

Route Types

All roadways within the Old Town Community were classified based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in the Old Town Community: District, Corridor, Connector and Neighborhood. **Exhibit OT-2** illustrates the Route Type Classifications defined within the Old Town Community.

District: A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

Connector: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Neighborhood: A neighborhood sidewalk is limited to areas of lower density and single use residential areas.

Focus Areas

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within the Old Town area. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the Old Town Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas were refined as a result of the existing conditions needs assessment and input from the community. **Exhibit OT-3** illustrates the Old Town Focus Area routes.

Improvement Areas

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the Old Town Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another. Corridor improvements focus on improvements either along a roadway or through a series of intersections.

The Pedestrian Master Plan improvement concepts address deficiencies and provide recommendations based largely on existing conditions. It should be noted that the Old Town community is undergoing a Community Plan Update (CPU) process that is developing a long term vision of the community. The Pedestrian Master Plan contains recommendations that could be implemented in a shorter time frame than many potentially larger-scale projects being considered for the long term as part of the CPU.

For the Old Town Community, nine Improvement Areas were defined, which are illustrated in **Exhibit OT-4** and summarized in the table on the following page. Following the exhibit and table, recommendations for each Improvement Area are described in detail.

Priority Score

The Improvement Areas and recommended projects within each improvement area were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.

Improvement Area Recommendations

Improvement Area	Recommendations	Priority Score
OT-1 **Presidio Park Connectivity Improvements**	Improve pedestrian walkability from Taylor Street and to the Presidio Park.	**18**
OT-2 **Taylor Street Safety Improvements**	Improve safety on Taylor Street at locations where multi-modal interactions occur to reduce conflicts.	**12**
OT-3 **Congress Street / San Diego Avenue Merge Intersection**	Evaluate feasibility of modifying geometry and traffic control to reduce pedestrian crossing distances.	**16.5**
OT-4 **Congress Street Access Improvements**	Implement missing sidewalks and evaluate feasibility of adding marked crosswalks to channelized pedestrian crossing.	**17**
OT-5 **Twiggs Street Intersection Improvements**	Modify intersection to provide increased visibility and priority to pedestrians.	**17**
OT-6 **Juan Street Sidewalk Improvement**	Implement recommended improvements included in the Juan Street Rehabilitation Project. In addition, the sidewalks should be widened whenever possible and new marked crossings should be implemented.	**21**
OT-7 **San Diego Avenue Access Improvements**	Conduct feasibility study to reconfigure intersection to reduce crossing distance and increase sidewalk capacity near San Diego Avenue / Conde Street.	**24**
OT-8 **Mason Street Sidewalk Improvement**	Implement sidewalk on east side of Mason Street.	**12**
OT-9 **Jackson Street Sidewalk Improvements** **(Mason Street to Presidio Drive)**	Implement connectivity improvements to link Presidio Drive and Old Town parks.	**7**

Exhibit OT-1: Missing Sidewalk and Curb Ramps

San Diego Pedestrian Master Plan Phase 4: **Midway - Pacific Highway - Old Town**

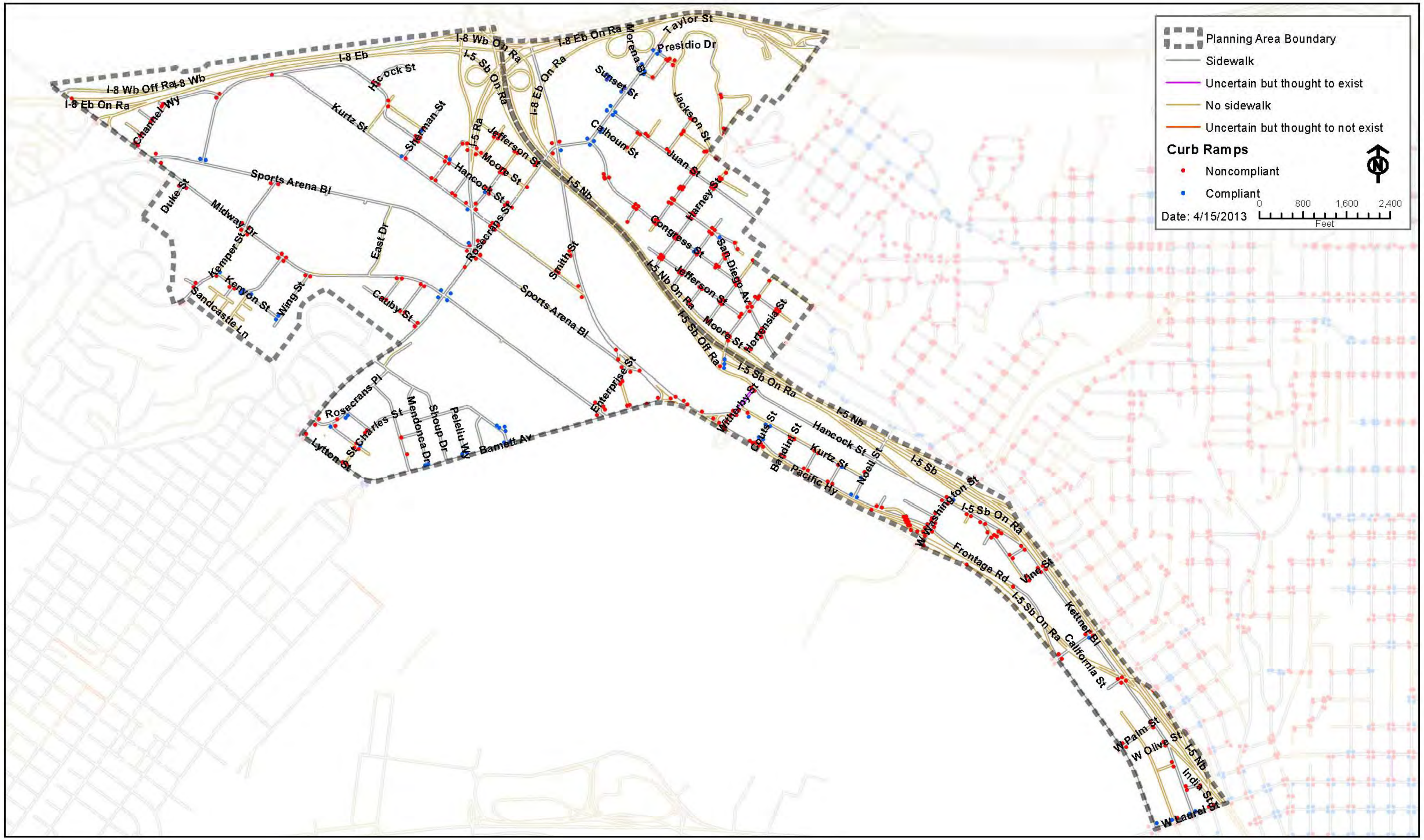


Exhibit OT-2: Route Type Classifications

San Diego Pedestrian Master Plan Phase 4: Ocean Beach - Midway - Pacific Highway - Old Town

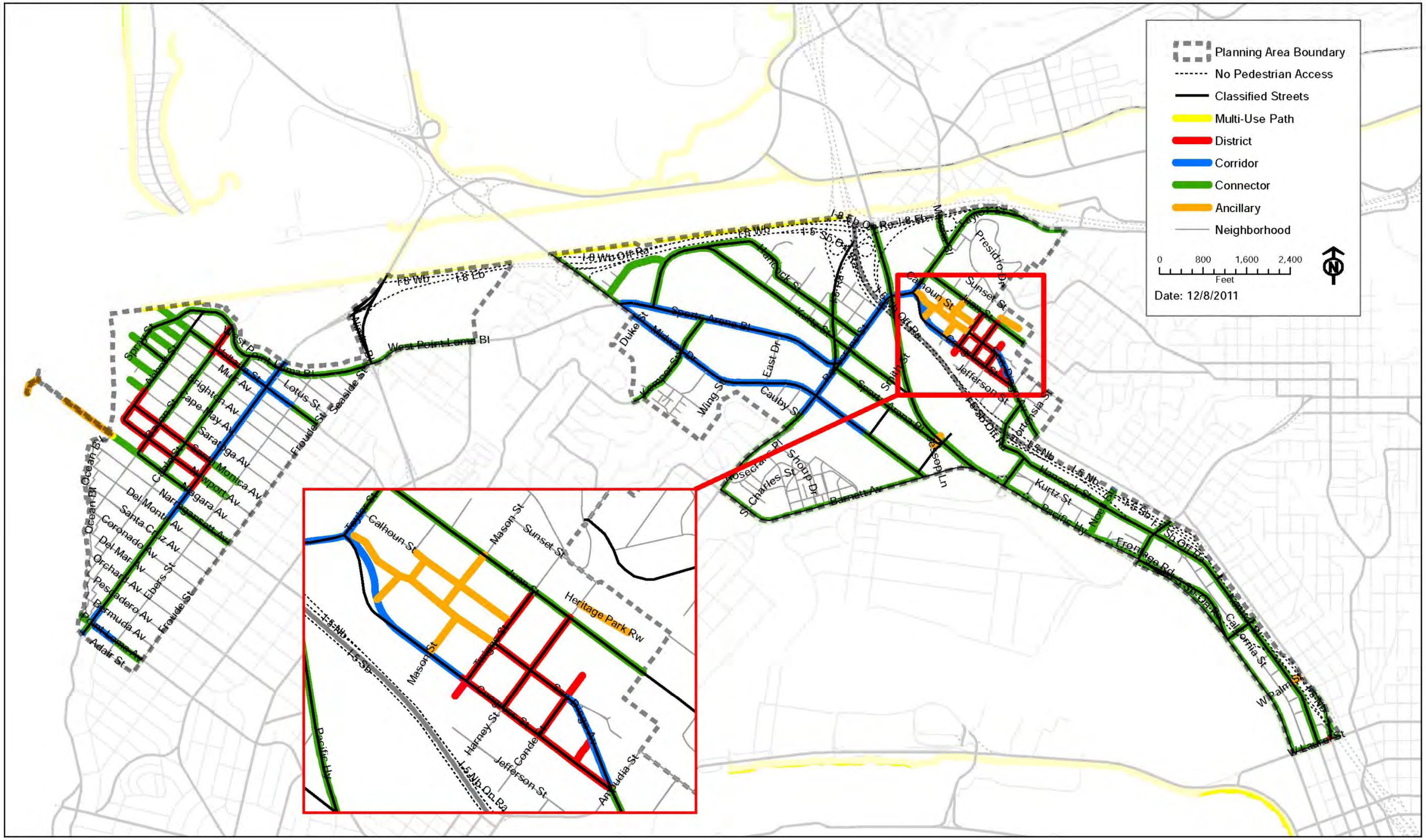


Exhibit OT-3: Focus Area

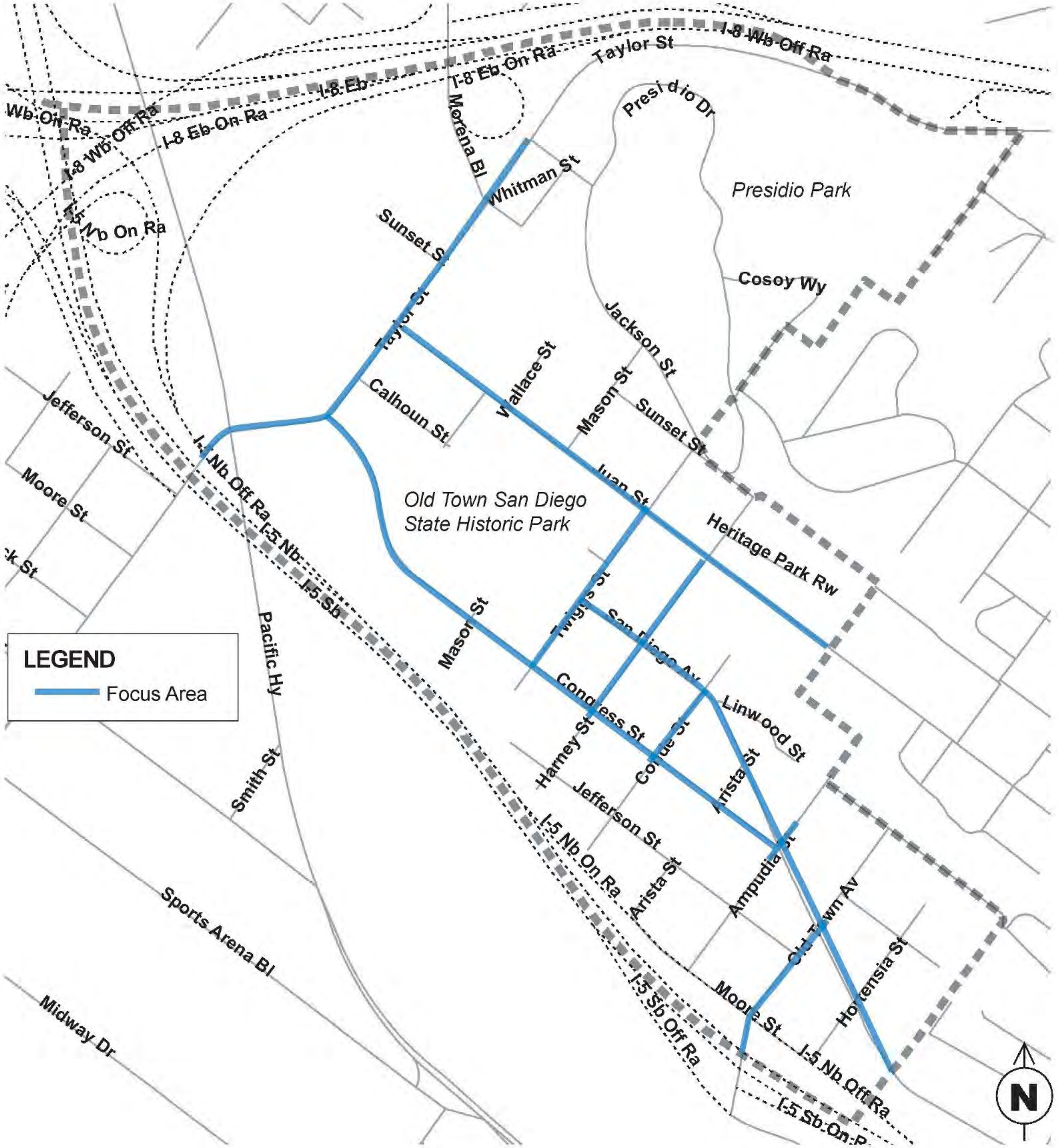
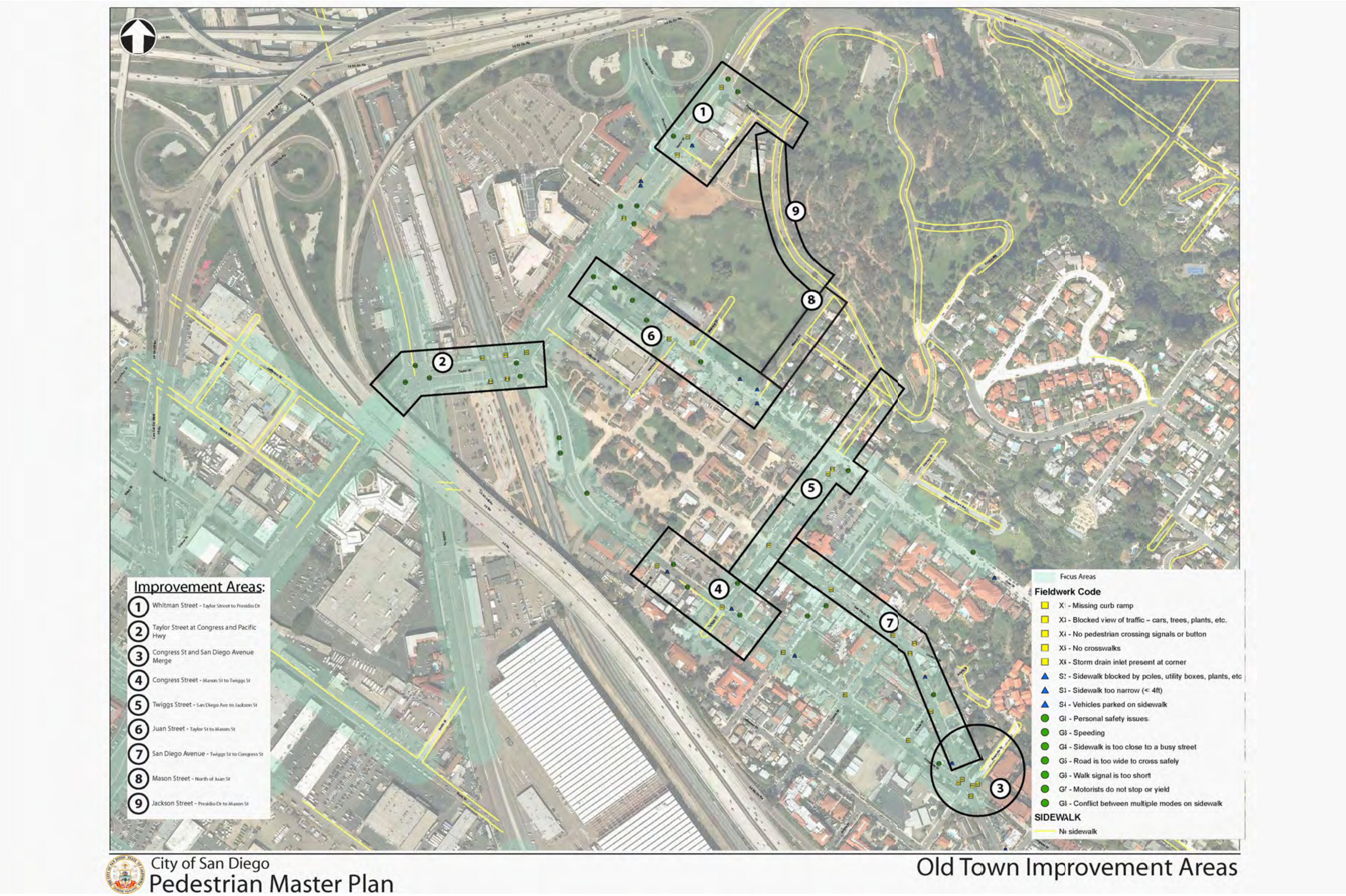
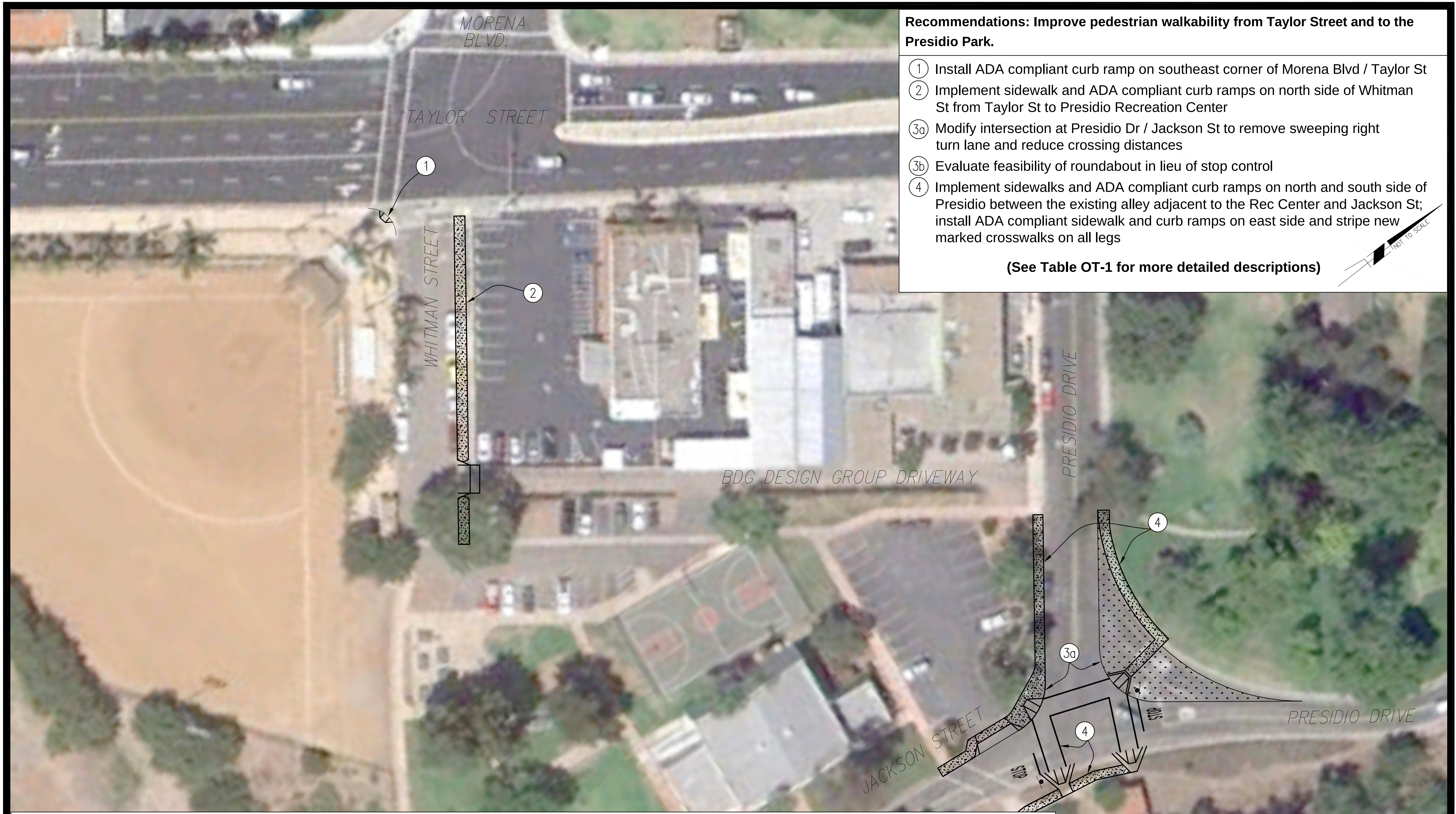


Exhibit OT-4: Improvement Areas


Improvement Areas:
1 Whitman Street - Taylor Street to Presidio Dr
2 Taylor Street at Congress and Pacific Hwy
3 Congress St and San Diego Avenue Merge
4 Congress Street - Mason St to Twiggs St
5 Twiggs Street - San Diego Ave to Jackson St
6 Juan Street - Taylor St to Mason St
7 San Diego Avenue - Twiggs St to Congress St
8 Mason Street - North of Juan St
9 Jackson Street - Presidio Dr to Mason St
Focus Areas
Fieldwork Code
🟨 X1 - Missing curb ramp
🟨 X3 - Blocked view of traffic -- cars, trees, plants, etc.
🟨 X4 - No pedestrian crossing signals or button
🟨 X5 - No crosswalks
🟨 X6 - Storm drain inlet present at corner
▲ S2 - Sidewalk blocked by poles, utility boxes, plants, etc
▲ S3 - Sidewalk too narrow (< 4ft)
▲ S4 - Vehicles parked on sidewalk
● G1 - Personal safety issues
● G3 - Speeding
● G4 - Sidewalk is too close to a busy street
● G5 - Road is too wide to cross safely
● G6 - Walk signal is too short
● G7 - Motorists do not stop or yield
● G8 - Conflict between multiple modes on sidewalk
SIDEWALK
No sidewalk
City of San Diego
Pedestrian Master Plan
Old Town Improvement Areas



Recommendations: Improve pedestrian walkability from Taylor Street and to the Presidio Park.

- ① Install ADA compliant curb ramp on southeast corner of Morena Blvd / Taylor St
- ② Implement sidewalk and ADA compliant curb ramps on north side of Whitman St from Taylor St to Presidio Recreation Center
- (3a) Modify intersection at Presidio Dr / Jackson St to remove sweeping right turn lane and reduce crossing distances
- (3b) Evaluate feasibility of roundabout in lieu of stop control
- ④ Implement sidewalks and ADA compliant curb ramps on north and south side of Presidio between the existing alley adjacent to the Rec Center and Jackson St; install ADA compliant sidewalk and curb ramps on east side and stripe new marked crosswalks on all legs

(See Table OT-1 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OT-1

Presidio Park Connectivity Improvements

Pedestrian Master Plan - Phase 4

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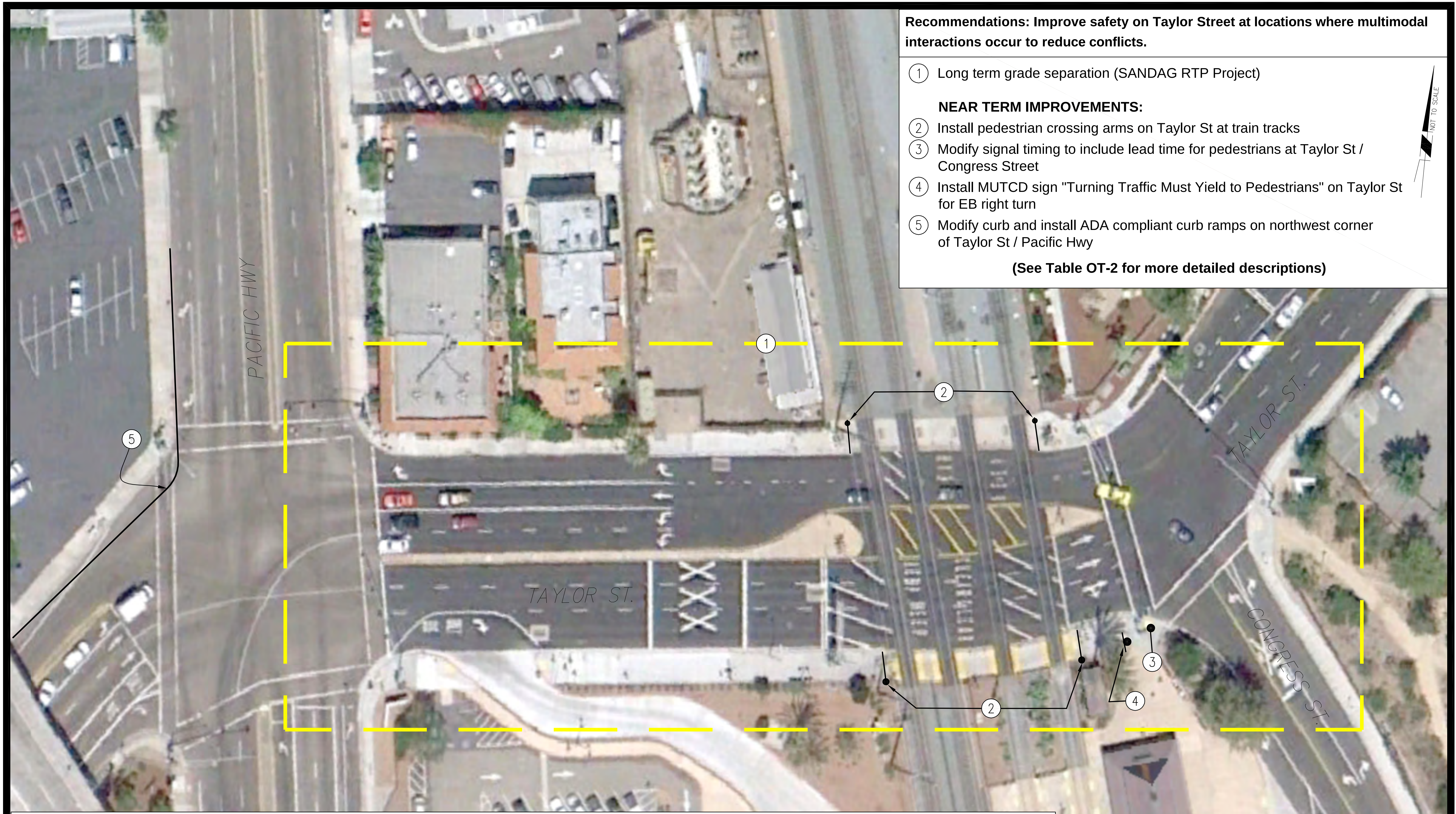


Recommendations: Improve safety on Taylor Street at locations where multimodal interactions occur to reduce conflicts.

① Long term grade separation (SANDAG RTP Project)

NEAR TERM IMPROVEMENTS:

② Install pedestrian crossing arms on Taylor St at train tracks

③ Modify signal timing to include lead time for pedestrians at Taylor St / Congress Street

④ Install MUTCD sign "Turning Traffic Must Yield to Pedestrians" on Taylor St for EB right turn

⑤ Modify curb and install ADA compliant curb ramps on northwest corner of Taylor St / Pacific Hwy

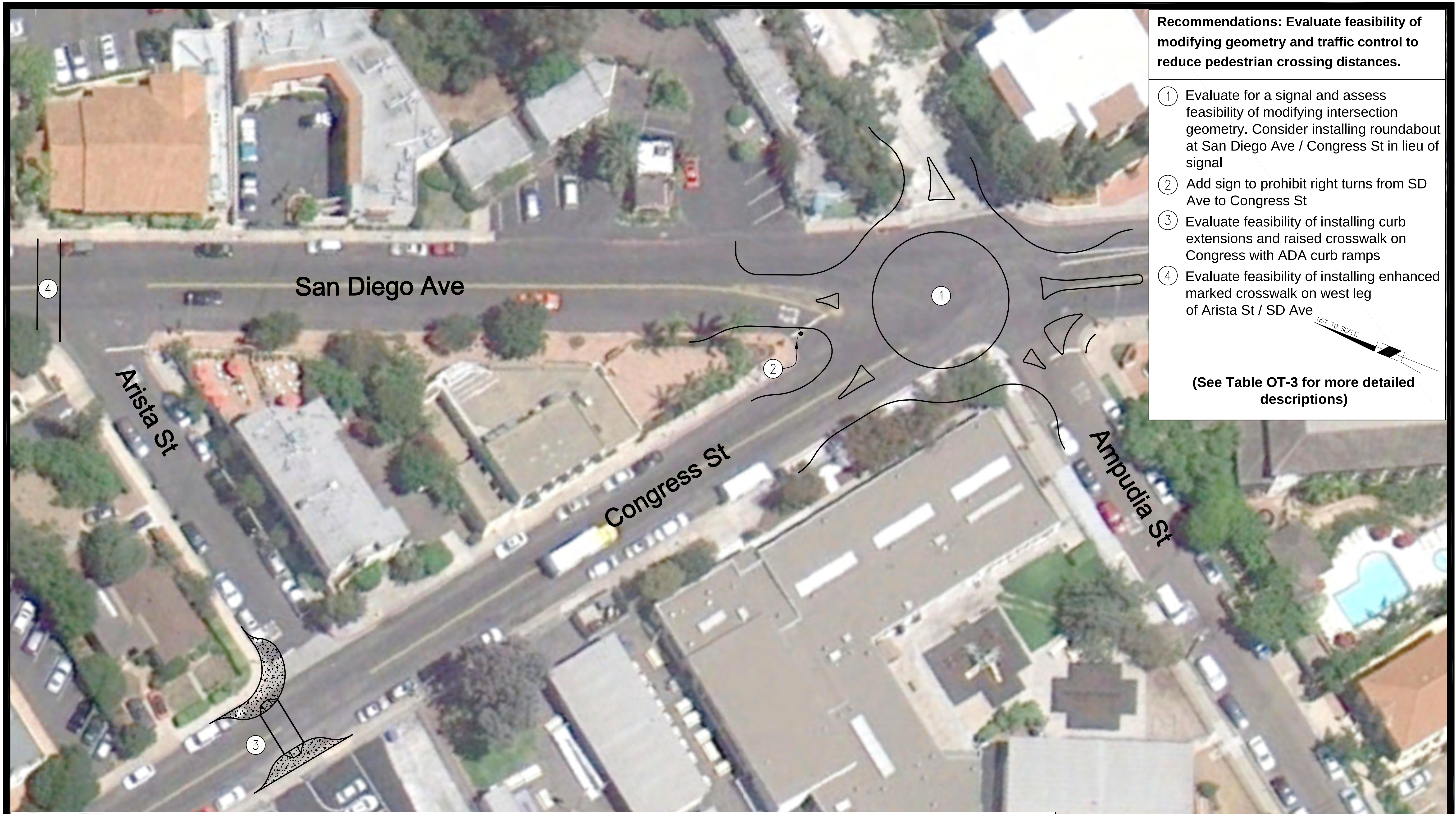
(See Table OT-2 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OT-2

Taylor Street Safety Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Evaluate feasibility of modifying geometry and traffic control to reduce pedestrian crossing distances.

1. ① Evaluate for a signal and assess feasibility of modifying intersection geometry. Consider installing roundabout at San Diego Ave / Congress St in lieu of signal
2. ② Add sign to prohibit right turns from SD Ave to Congress St
3. ③ Evaluate feasibility of installing curb extensions and raised crosswalk on Congress with ADA curb ramps
4. ④ Evaluate feasibility of installing enhanced marked crosswalk on west leg of Arista St / SD Ave

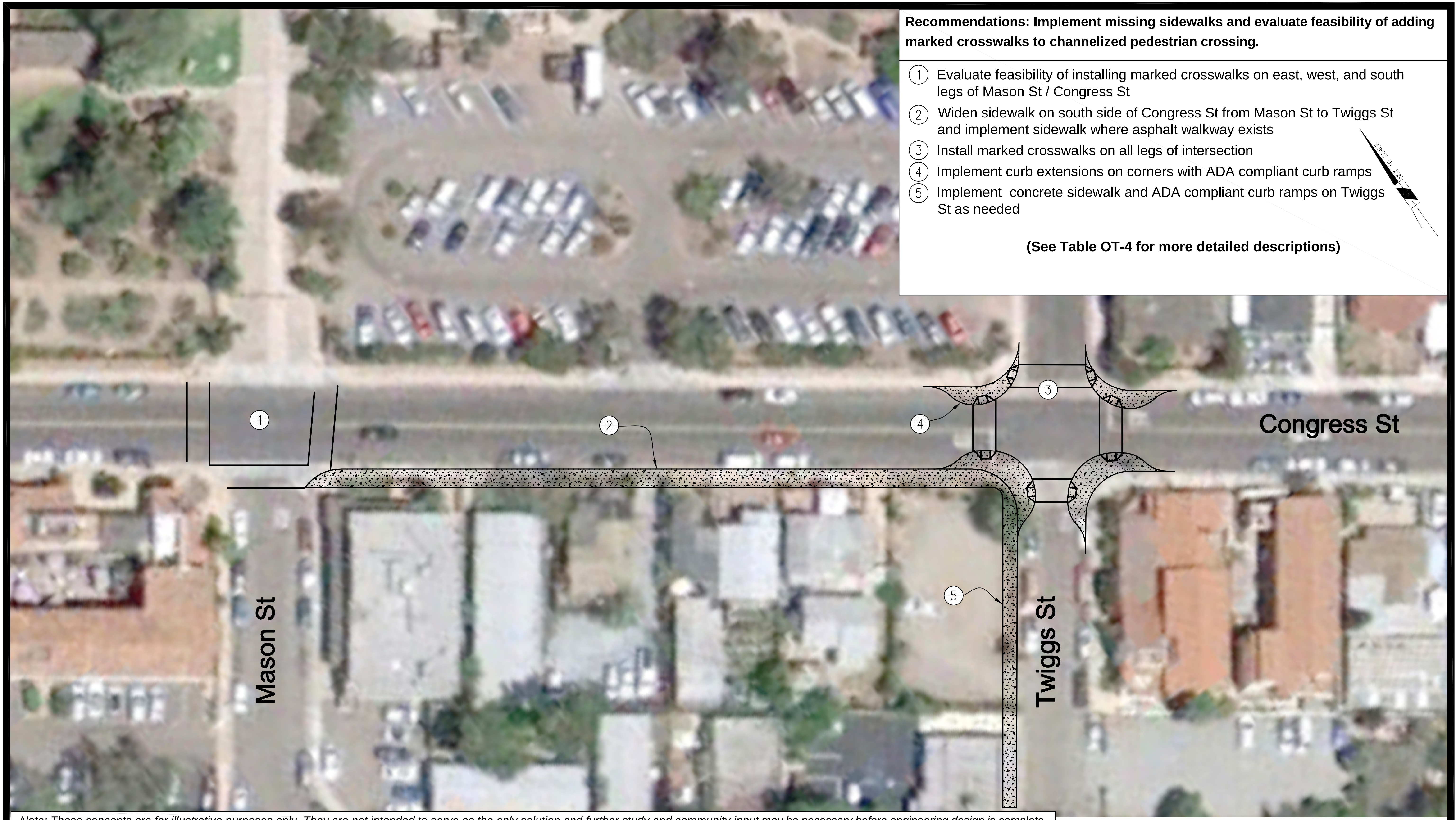
(See Table OT-3 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OT-3

Congress Street / San Diego Avenue Merge Intersection Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Implement missing sidewalks and evaluate feasibility of adding marked crosswalks to channelized pedestrian crossing.

① Evaluate feasibility of installing marked crosswalks on east, west, and south legs of Mason St / Congress St

② Widen sidewalk on south side of Congress St from Mason St to Twiggs St and implement sidewalk where asphalt walkway exists

③ Install marked crosswalks on all legs of intersection

④ Implement curb extensions on corners with ADA compliant curb ramps

⑤ Implement concrete sidewalk and ADA compliant curb ramps on Twiggs St as needed

(See Table OT-4 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OT-4

Congress Street Access Improvements

Pedestrian Master Plan - Phase 4

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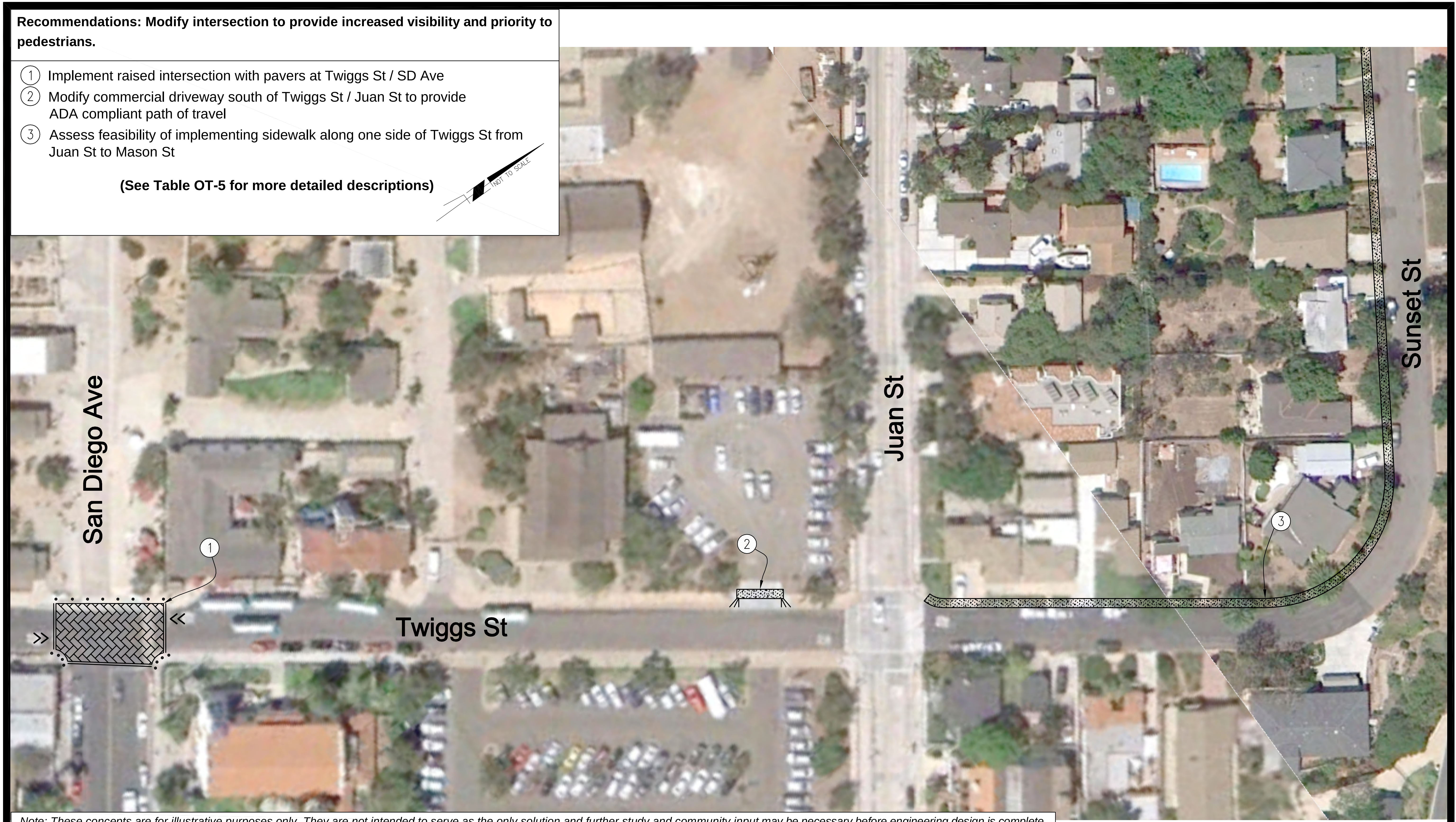

Recommendations: Modify intersection to provide increased visibility and priority to pedestrians.

① Implement raised intersection with pavers at Twiggs St / SD Ave
② Modify commercial driveway south of Twiggs St / Juan St to provide ADA compliant path of travel
③ Assess feasibility of implementing sidewalk along one side of Twiggs St from Juan St to Mason St

(See Table OT-5 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OT-5

Twiggs Street Intersection Improvements

Pedestrian Master Plan - Phase 4

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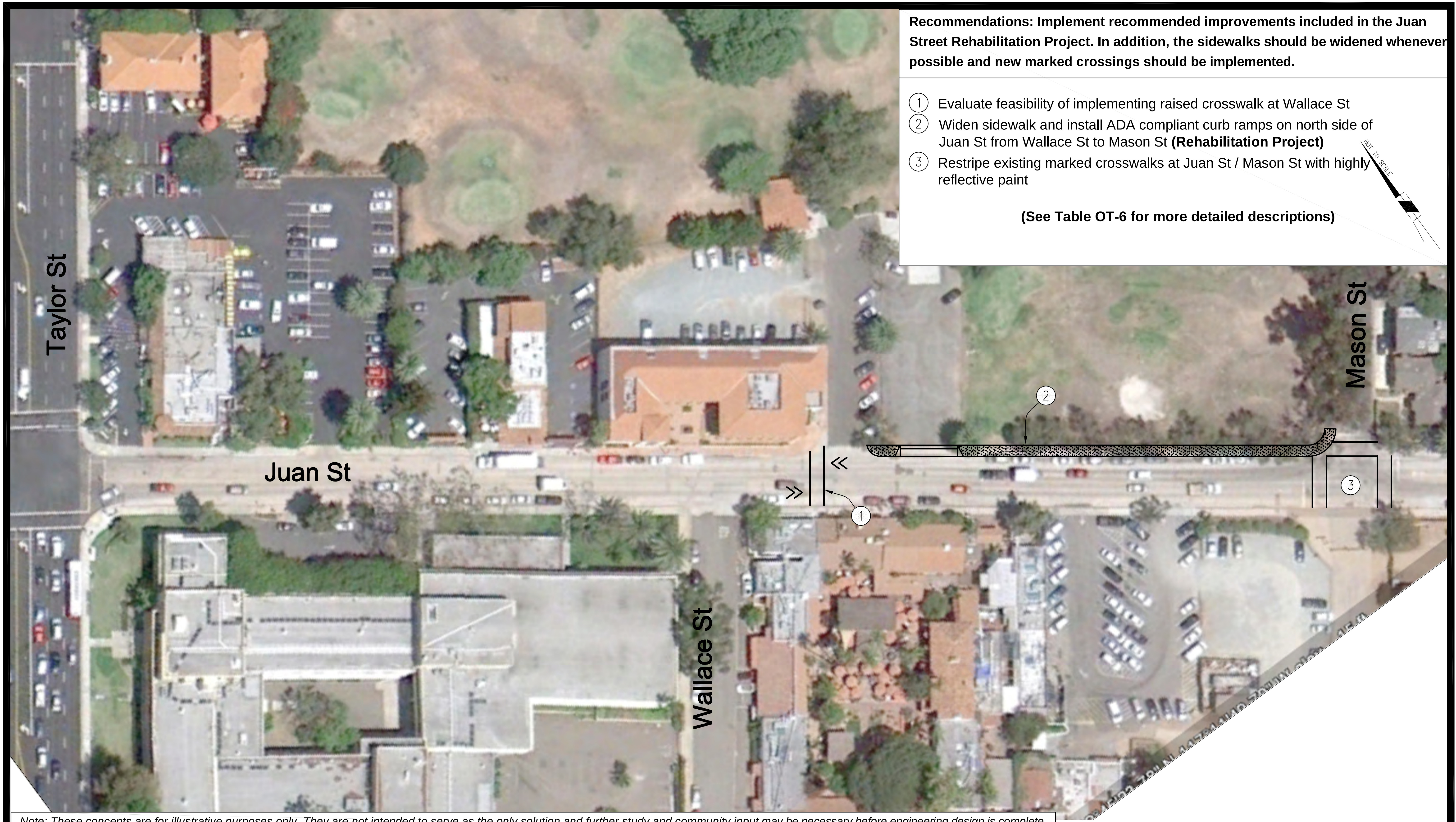


Recommendations: Implement recommended improvements included in the Juan Street Rehabilitation Project. In addition, the sidewalks should be widened whenever possible and new marked crossings should be implemented.

① Evaluate feasibility of implementing raised crosswalk at Wallace St

② Widen sidewalk and install ADA compliant curb ramps on north side of Juan St from Wallace St to Mason St **(Rehabilitation Project)**

③ Restripe existing marked crosswalks at Juan St / Mason St with highly reflective paint

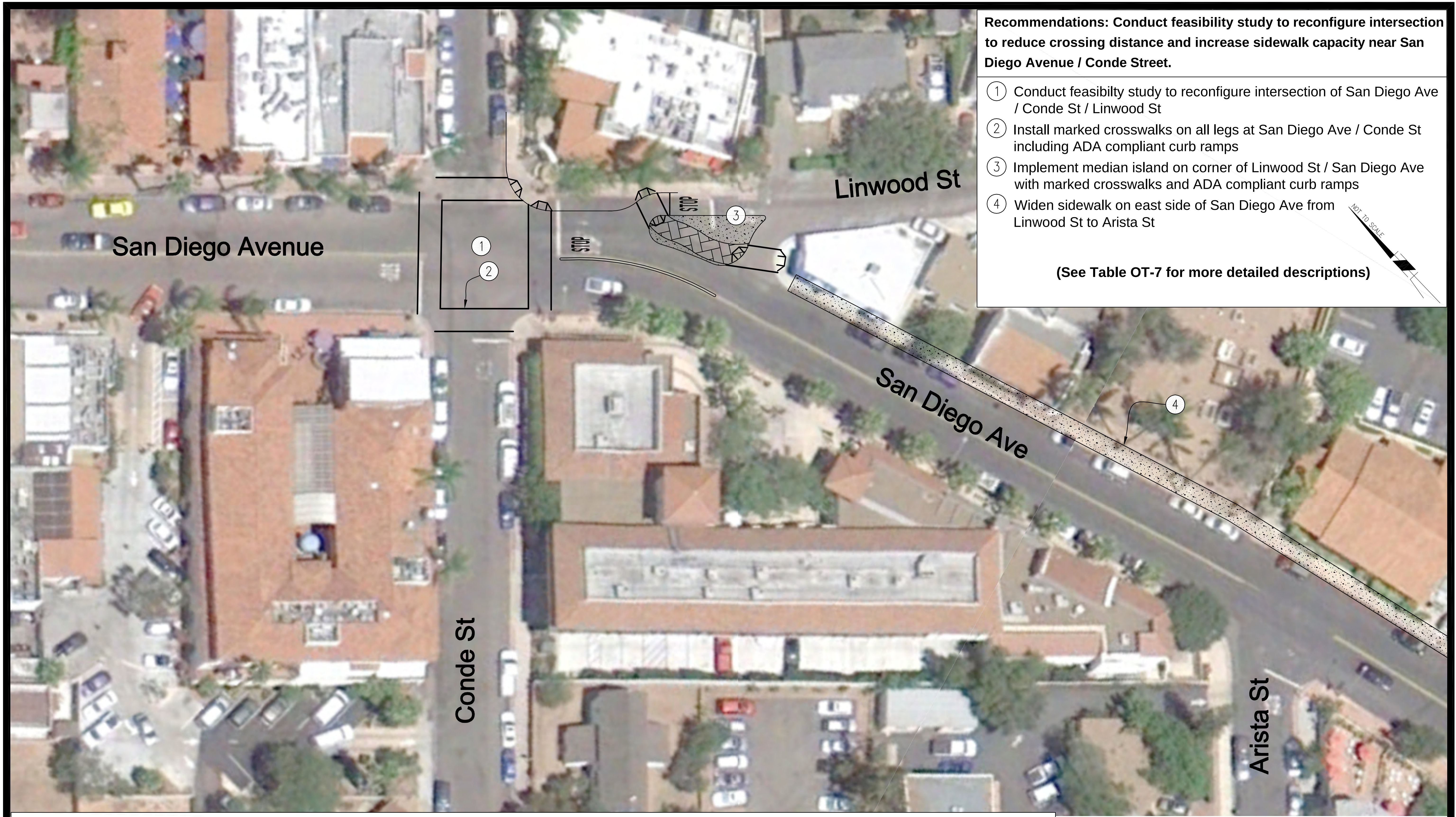
(See Table OT-6 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OT-6

Juan Street Sidewalk Improvement

Pedestrian Master Plan - Phase 4



Recommendations: Conduct feasibility study to reconfigure intersection to reduce crossing distance and increase sidewalk capacity near San Diego Avenue / Conde Street.

① Conduct feasibilty study to reconfigure intersection of San Diego Ave / Conde St / Linwood St

② Install marked crosswalks on all legs at San Diego Ave / Conde St including ADA compliant curb ramps

③ Implement median island on corner of Linwood St / San Diego Ave with marked crosswalks and ADA compliant curb ramps

④ Widen sidewalk on east side of San Diego Ave from Linwood St to Arista St

(See Table OT-7 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OT-7

San Diego Avenue Access Improvements

Pedestrian Master Plan - Phase 4

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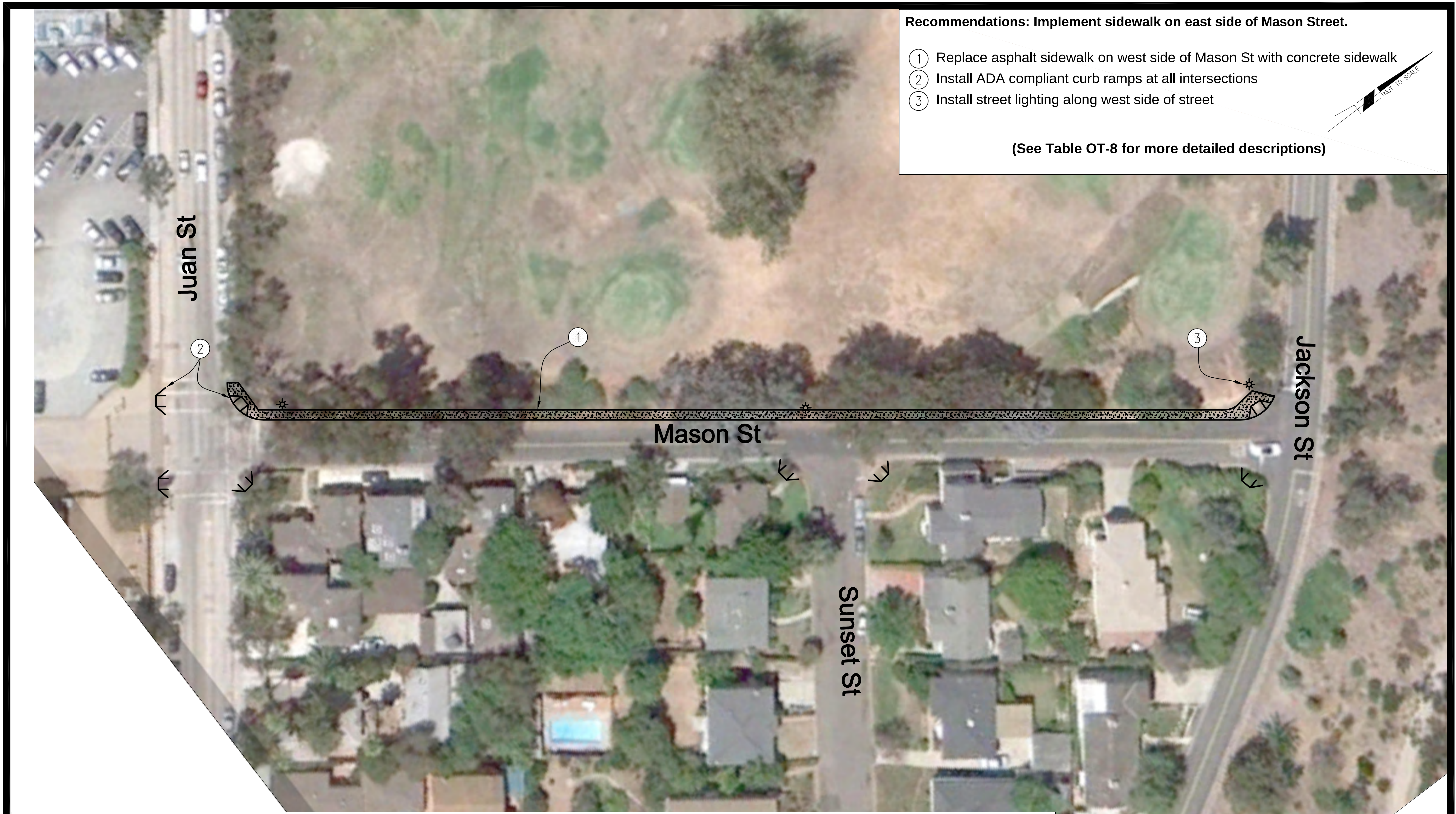


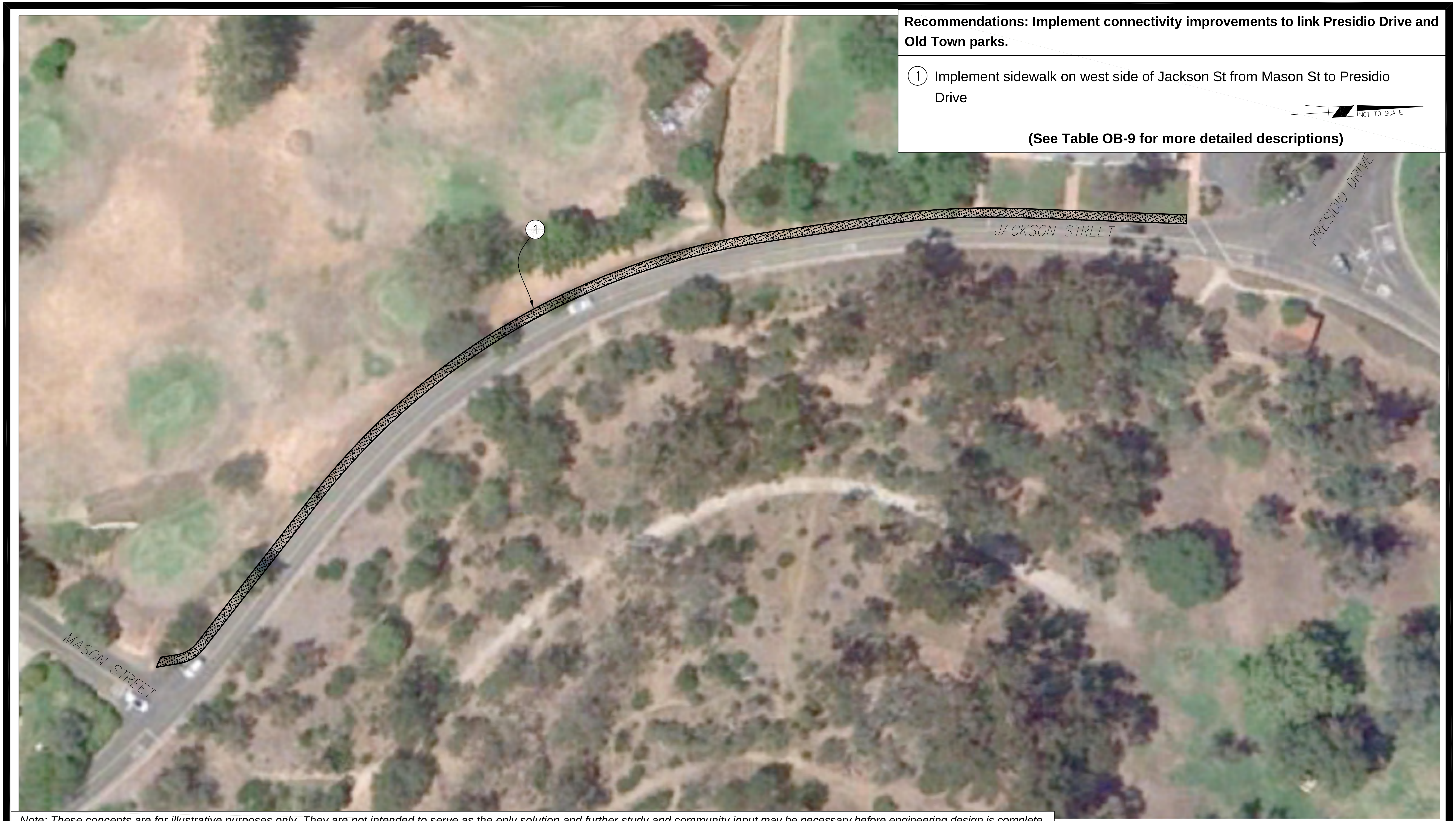
Recommendations: Implement sidewalk on east side of Mason Street.

① Replace asphalt sidewalk on west side of Mason St with concrete sidewalk
② Install ADA compliant curb ramps at all intersections
③ Install street lighting along west side of street

(See Table OT-8 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OT-8
Mason Street Sidewalk Improvement
Pedestrian Master Plan - Phase 4



Recommendations: Implement connectivity improvements to link Presidio Drive and Old Town parks.

① Implement sidewalk on west side of Jackson St from Mason St to Presidio Drive

(See Table OB-9 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA OT-9

Jackson Street Sidewalk Improvements

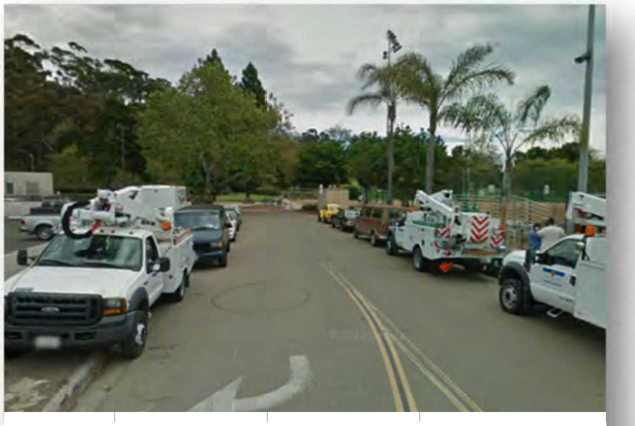
Pedestrian Master Plan - Phase 4

Improvement Area OT-1:

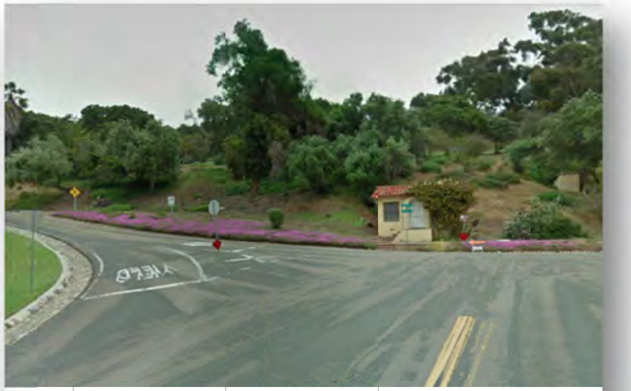
Presidio Park Connectivity Improvements

Purpose & Need:

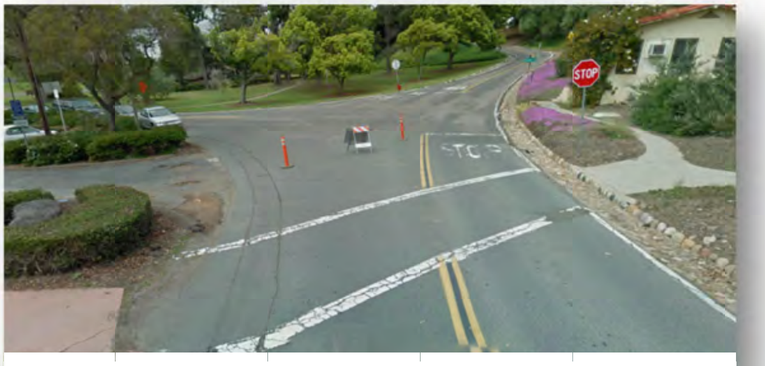
This area is a main connection to Presidio Park from Taylor Street, however it lacks sidewalks along Morena Boulevard and Whitman Street. The T-intersection of Presidio Drive and Jackson Street features sweeping right turns where vehicles fail to yield to pedestrians. The configuration of the intersection also results in long crossing distances for pedestrians. In this project, pedestrian safety and connectivity would be improved from Taylor Street to the Presidio Park.



Whitman Street east of Taylor Street



Eastbound Presidio Drive at Jackson Street



Northbound Jackson Street at Presidio Drive

Recommended Improvements:

Improve pedestrian walkability from Taylor Street and to the Presidio Park. Improvements are detailed in the table below.

Table OT-1: Presidio Park Connectivity Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Morena Blvd / Taylor St.	1) Install ADA compliant curb ramp on southeast corner	A	Improve access & mobility	$3,000
Whitman Street	2) Implement sidewalk and ADA compliant curb ramps on north side of street to connect Morena Boulevard to Presidio Recreation Center.	A, S, C	Improve access & mobility	$42,000
Presidio Drive / Jackson Street	3a) Evaluate the feasibility of modifying the intersection to remove sweeping right turn lane and reduce crossing distance.	S	Reduce speed of motor vehicles and reduce pedestrian crossing distance.	$186,000
	3b) Evaluate the feasibility of installing a roundabout at intersection in place of existing stop control	S, W	Improve circulation of vehicles and pedestrians; reduce speed of vehicles	$50,000
	4) Implement sidewalks with ADA compliant curb ramps on north and south side of Presidio between the existing alley adjacent to the Rec Center and Jackson Street. Update sidewalk and curb ramps on east side of intersection to be ADA compliant and stripe new marked crosswalks on all legs.	A, S, C	Improve access & mobility	$42,000
TOTAL ESTIMATED COST				**$323,000**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

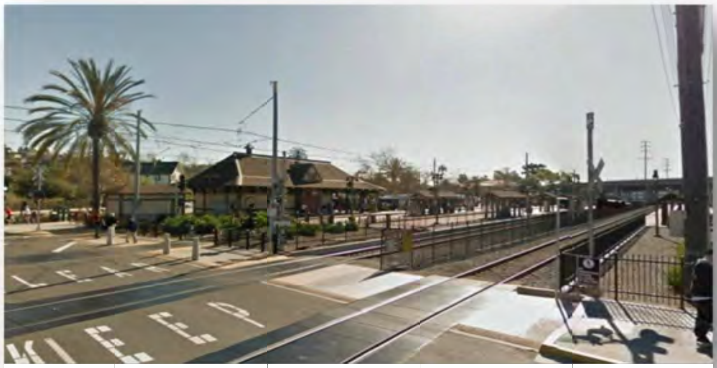
Improvement Area OT-2:

Taylor Street Safety Improvements

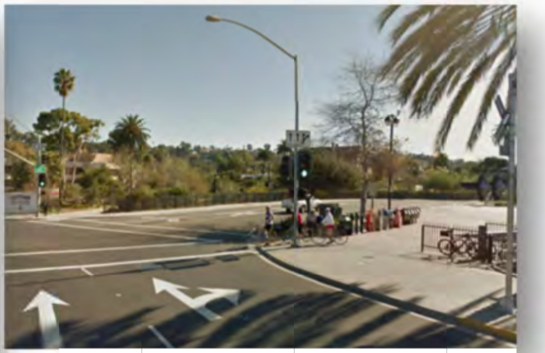
Purpose & Need:

Taylor Street sustains a high level of pedestrian activity to and from the Old Town Transit Center which features bus platforms, and trolley platforms, as well as a stop for the Amtrak and the Coaster trains. Pedestrians use Taylor Street to access the main parking lot for the Transit Center, the State Park and the Rosecrans commercial corridor. Within this project area there are four sets of train tracks that cross over Taylor Street. The tracks lack any type of pedestrian specific crossing signals or signs. When trains approach the station in Old Town, the pedestrian crossing times at the adjacent signalized intersections are reduced (Congress Street and Pacific Highway) making the pedestrian crossing time shorter than normal. Improvements are needed at the southwest corner of Congress and Taylor Street to improve pedestrian visibility and motorists yielding for pedestrians crossing the south leg.

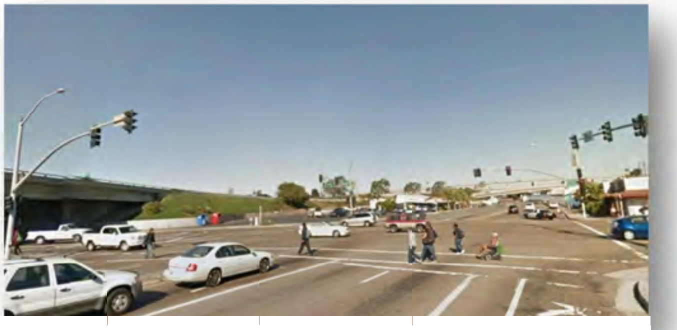
This project would improve the walking conditions along Taylor Street and address safety and walkability issues at both the Pacific Highway / Taylor and Congress / Taylor intersections.



No signage or pedestrian crossing signals at train tracks on Taylor Street



Taylor Street at Congress Street – right-turning vehicles don't yield to pedestrians



Taylor Street at Pacific Highway – crossing signals too short from train preemption

Recommended Improvements:

Improve safety on Taylor Street at locations where multi-modal interactions occur to reduce conflicts.

Table OT-2: Taylor Street Safety Improvements

Location	Description	Goal (1)	Objective	Est. Cost
Long Term Improvements				
Taylor Street	1) Grade Separation (SANDAG RTP Project)	S,A,W,C	Reduce pedestrian/vehicle/train conflicts	RTP
Near Term Improvements				
Taylor Street at the train track crossings	2) Install pedestrian crossing arms	S	Restrict pedestrian access during train crossing to improve safety	$100,000
Taylor Street / Congress Street	3) Modify signal timing to include lead time for pedestrians	S	Reduce pedestrian-vehicle conflicts	$3,000
	4) Install MUTCD sign R10-15 “Turning Traffic Must Yield to Pedestrians” for EB right turning vehicles	S	Increase vehicle awareness of pedestrians to reduce conflicts	$250
Taylor / Pacific Highway	5) Modify curb and install ADA compliant curb ramps on northwest corner to reduce turning speeds	S	Reduce vehicle turning speeds	$57,000
TOTAL ESTIMATED COST				**$160,250**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area OT-3:

Congress Street / San Diego Avenue Merge Intersection Improvements

Purpose & Need:

Congress Street merges into San Diego Avenue immediately south of the main shopping and restaurant corridor in Old Town. High pedestrian activity occurs here from people entering and exiting the center of town. Ampudia Street also intersects this merge, making this a five-legged intersection and resulting in long crossing distances and an unclear path of travel. Both of these factors contribute to an uninviting pedestrian environment. This project would evaluate the feasibility of modifying the geometry of the intersection to improve walkability at this location.

San Diego Avenue at Congress St (5-legged intersection)

Median on north leg of San Diego Avenue

Recommended Improvements:

Evaluate feasibility of modifying geometry and traffic control to reduce pedestrian crossing distances.

Table OT-3: Congress Street / San Diego Avenue Merge Intersection Improvements

Location	Description	Goal [1]	Objective	Est. Cost
San Diego Avenue / Congress Street	1) Evaluate for a signal at intersection and evaluate feasibility of modifying geometry. Consider installing roundabout in lieu of signal if geometric constraints permit.	S, W	Improve vehicular and pedestrian circulation at intersection	$55,000
	2) Add sign to prohibit right turn vehicles from San Diego Avenue to Congress (redirect vehicles to Arista)	S	Reduce pedestrian – vehicle conflict	$250
Arista Street / Congress Street	3) Evaluate feasibility of installing curb extensions and raised crosswalk on Congress	S	Reduce pedestrian-vehicle conflict; improve visibility of pedestrian.	$24,250
Arista Street / San Diego Avenue	4) Evaluate feasibility of installing enhanced marked crosswalk on west leg of intersection	C, S	Provide connected, safe path of travel between San Diego Avenue and Congress Street	$2,500
TOTAL ESTIMATED COST				**$82,000**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area OT-4:

Congress Street Access Improvements

Purpose & Need:

Congress Street is a main connnection from the Old Town Transit Center to the entrance of the Historic Old Town State Park. There are also a few shops and restaurants along this road that attract pedestrian activity. The intersections in this area can be very busy on weekends and during peak seasons. Most intersections lack marked crosswalks. Distracted drivers often do not yield for pedestrians walking to and from the Old Town State Park. Sections of Congress Street as well as Twiggs Street include asphalt sidewalks rather than concrete or lack any sidewalk at all. These conditions along with poles and fire hydrants blocking sections of the sidewalk all add to poor walkability in the area.

Congress Street at Mason Street – sidewalk obstacles and no crosswalks

This project would improve the walking conditions along Congress Street and address access and walkability issues at both Twiggs St. / Congress St. and Mason St. / Congress St. intersections.

Missing concrete sidewalk at Congress Street / Twiggs Street

Recommended Improvements:

Implement missing sidewalks and evaluate feasibility of adding marked crosswalks to channelized pedestrian crossing.

Table OT-4: Congress Street Access Improvements

Location	Description	Goal (1)	Objective	Est. Cost
Congress Street / Mason Street	1) Evaluate feasibility of installing marked crosswalks on the east, west and south legs of the intersection.	A	Provide clear path of travel for pedestrians through the intersection	$7,500
Congress Street from Mason Street to Twiggs Street	2) Widen sidewalk on south side. Implement concrete sidewalk on south side where asphalt walkway exists and install ADA compliant curb ramps.	W, A, C	Remove obstacles (poles and fire hydrants) and improve connectivity along segment	$27,000
Congress Street / Twiggs Street	3) Install marked crosswalks on all legs of the intersection.	A	Provide clear path of travel for pedestrians through the intersection	$3,000
	4) Implement curb extensions with ADA compliant curb ramps on corners of intersections.	W; S	Improve comfort for areas with obstacles (poles and fire hydrants) and improve crossing safety	$84,000
Twiggs Street south of Congress	5) Implement concrete sidewalk and ADA compliant curb ramps as needed	C; A	Improve access and connectivity along segment	$18,000
TOTAL ESTIMATED COST				**$139,500**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area OT-5:

Twiggs Street Intersection Improvements

Purpose & Need:

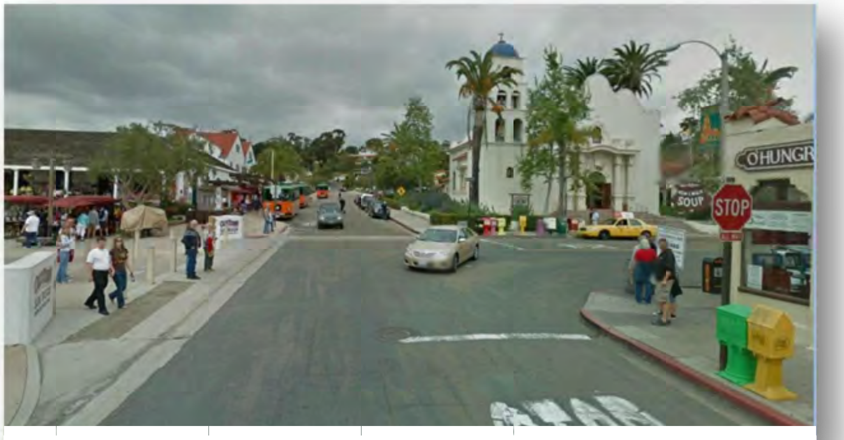
Twiggs Street provides access to the Old Town State Park and connects the Old Town State Park to Presidio Park. The intersection of Twiggs Street at San Diego Avenue is a gateway between the Old Town State Park and the main shopping/eating areas along San Diego Avenue. This intersection currently lacks marked crosswalks on all legs. There are missing curb ramps and sidewalks along Twiggs Street as pedestrians approach Juan Street and Sunset Street which creates poor connectivity and access for all users.

This project would improve the walking conditions along Twiggs Street and address intersection issues to increase visibility and priority for pedestrians.

Recommended Improvements:

Modify intersection to provide increased visibility and priority to pedestrians.

Twiggs Street north of Juan Street – no sidewalk



Twiggs Street at San Diego Avenue – no crosswalks

Table OT-5: Twiggs Street Intersection Improvements

Location	Description	Goal (1)	Objective	Est. Cost
Twiggs Street / San Diego Avenue	1) Implement raised intersection with period-appropriate pavers	A, S	Calm traffic and create awareness of pedestrians at intersection	$150,000
Twiggs Street / Juan Street	2) Modify commercial driveway south of intersection on west side of Twiggs Street to provide ADA compliant path of travel	A; W	Improve access for all users along route	$7,200
Twiggs/Sunset Street north of Juan Street	3) Assess feasibility of implementing sidewalk along one side of street from Juan Street to Mason St	A; C	Improve connectivity from Old Town district to Sunset Street	$15,000
TOTAL ESTIMATED COST				**$172,200**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

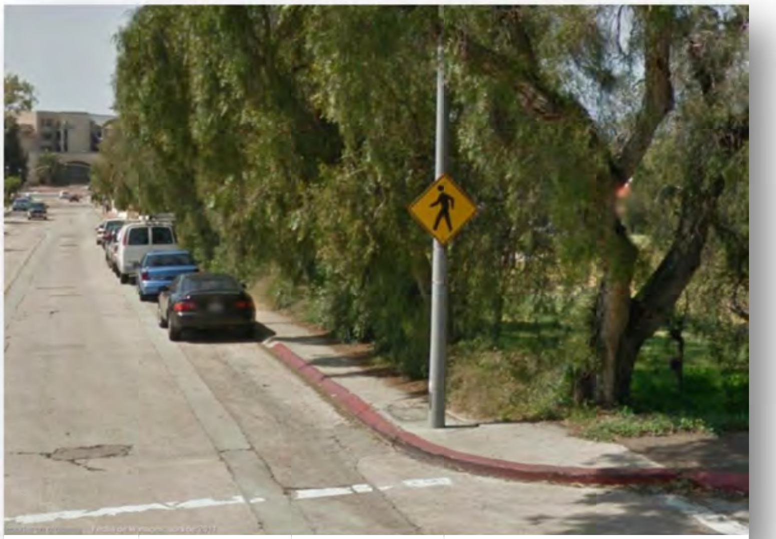
Improvement Area OT-6:

Juan Street Sidewalk Improvement

Purpose & Need:

Juan Street provides a main connection between Taylor Street and the Old Town State Park and borders the Presidio Recreation Center. Pedestrians are frequently observed crossing Juan Street. This area lacks marked crosswalks and the existing sidewalk is obstructed in many locations by bushes or poles and are poorly maintained. These conditions result in an uncomfortable walking environment and lack of connectivity.

This project would improve the walking conditions along Juan Street.



Juan Street at Mason Street – obstacles include overgrown bushes and light pole

Recommended Improvements:

Implement recommended improvements included in the Juan Street Rehabilitation Project. In addition, the sidewalks should be widened whenever possible and new marked crossings should be implemented.

Table OT-6: Juan Street Sidewalk Improvement

Location	Description	Goal [1]	Objective	Est. Cost
Juan Street / Wallace Street	1) Evaluate feasibility of implementing raised crosswalk	A	Provide clear path of travel for pedestrians through the intersection	$2,500
Juan Street from Wallace Street to Mason Street	2) Widen sidewalk and install ADA compliant curb ramps on north side of street	W	Improve comfort for areas with obstacles (overgrown bushes and poles)	$45,000
Juan Street at Mason Street	3) Restripe existing marked crosswalks with highly reflective paint	S; W	Improve pedestrian visibility and provide clear path of travel	$2,250
TOTAL ESTIMATED COST				**$49,750**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area OT-7:

San Diego Avenue Access Improvements

Purpose & Need:

San Diego Avenue is a highly traveled pedestrian route from the Historic Old Town State Park to the businesses and residential areas of Old San Diego. Through this area, on-street parking is permitted along most of the corridors and along the side streets. Sidewalks are narrow and often lined with small signs placed by the local businesses, which limits the pedestrian capacity along this route. The intersection of Conde Street and San Diego Avenue is a five legged intersection where it ties in with Linwood Street. This large expanse of asphalt is difficult for pedestrians to navigate.

San Diego Avenue's narrow sidewalks (near Artista)

Five-legged intersection difficult to navigate at Linwood Street / Conde Street

This project would improve the walking conditions along San Diego Avenue and address access and walkability issues at San Diego Avenue / Conde Street.

Recommended Improvements:

Conduct feasibility study to reconfigure intersection to reduce crossing distance and increase sidewalk capacity near San Diego Avenue / Conde Street.

Table OT-7: San Diego Avenue Access Improvements

Location	Description	Goal [1]	Objective	Est. Cost
San Diego Avenue / Conde Street / Linwood Street	1) Conduct feasibility study to reconfigure intersection	W	Reduce crossing distances and increase sidewalk capacity	$50,000
	2) Install marked crosswalks on all legs of the intersection of San Diego Ave / Conde St including ADA compliant curb ramps	A	Provide clear path of travel for pedestrians through the intersection	$9,000
	3) Implement a median island on the corner of Linwood Street and San Diego Avenue to channelize right turns and pedestrians. Include marked crosswalks and ADA compliant curb ramps	S, W	Reduce pedestrian/vehicle interactions; reduce crossing distance.	$21,000
San Diego Avenue from Linwood to Arista	4) Widen sidewalk on east side of street	W	Provide capacity for current pedestrian volume	$90,000
TOTAL ESTIMATED COST				**$170,000**

[1] A = Accessibility S = Safety C = Connectivity W = Walkability

Improvement Area OT-8:

Mason Street Sidewalk Improvement

Purpose & Need:

Mason Street provides connectivity to the Presidio loop from the Old Town State Park. This area lacks sidewalks along some segments. This project would address connectivity issues along Mason Street.

Recommended Improvements:

Replace asphalt sidewalk on west side of Mason Street with concrete sidewalk.

Mason Street – no sidewalk on east side

Table OT-8: Mason Street Sidewalk Improvement

Location	Description	Goal [1]	Objective	Est. Cost
Mason Street	1) Replace asphalt sidewalk along west side of street with concrete sidewalk	A; C	Improve connectivity from Old Town State Park to Presidio Recreation Center	$133,500
	2) Install ADA compliant curb ramps at intersections	A	Improve access for all users along the corridor	$12,000
	3) Install street lighting along west side of corridor	S, W	Improve visibility of pedestrians and walkability	$30,000
TOTAL ESTIMATED COST				**$175,500**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area OT-9:

Jackson Street Sidewalk Improvements (Mason Street to Presidio Drive)

Purpose & Need:

Jackson Street fronts the Presidio Park and is a connection between the Old Town Historic Park and the Presidio Park. There are missing sidewalks on both sides of the street from Mason Street to Presidio Drive, both of which are key connection points. This project would improve the connection by providing pedestrian facilities along the corridor.

Jackson Street – no sidewalks

Recommended Improvements:

Implement connectivity improvements to link Presidio Drive and Old Town parks.

Table OT-9: Jackson Street Sidewalk Improvements (Mason Street to Presidio Drive)

Location	Description	Goal (1)	Objective	Est. Cost
Jackson Street from Mason Street to Presidio Drive	1) Implement sidewalk on west side of street	C	Improve connectivity from Old Town Park to Presidio Park	$180,000
TOTAL ESTIMATED COST				**$180,000**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Pacific Beach Pedestrian Plan

Pedestrian Master Plan – Phase 4

Pacific Beach Community Description

The Pacific Beach Community is located along the western edge of the mid-coastal region of the City of San Diego. It is bounded on the north by La Jolla, on the east by Interstate 5 and Clairemont Mesa, on the south by Mission Bay Park and Mission Beach, and on the west by the Pacific Ocean.

Pacific Beach is 76% residential and a majority of the community was built out after 1930. The community is physically identified by its proximity to water—both the coastal bluffs and beaches of the Pacific Ocean, and the beaches of Mission Bay to the south. The coastal plain that encompasses the majority of Pacific Beach rises to steep hillsides to the north, bordering La Jolla.

Streets in the flat areas of Pacific Beach are laid out in a traditional grid pattern, with east-west Garnet Avenue and Grand Avenue providing regional access to I-5. Garnet is a "Main Street"-type commercial district with most buildings fronting directly on the street. Grand Avenue is predominantly lined with multi-family residential uses.

Community Outreach

The project was presented to the Pacific Beach Planning Group in November 2012. At that time, the Focus Area was presented and community members were encouraged to complete Walk Audits and the Online Survey.

A total of 50 surveys were completed online for the Pacific Beach Community. Survey respondents from Pacific Beach said they walk frequently on sidewalks and along the beach/bay, and that there are destinations within walking distance. Their key concerns: the **volume and speed of traffic**, as well as issues related to other people in the roadway or walkway—including **inattentive or intoxicated drivers**, **intoxicated pedestrians**, and **homeless people**. Locations causing concern included Garnet Avenue, Grand Avenue, and boardwalks. Compared to these issues, improving physical facilities was less of a concern, but participants had suggestions about these types of improvements as well—including implementation of additional sidewalks.

Pacific Beach residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. The survey feedback collected was specific to each community. Open House participants returned a total of 41 survey forms, including five for Pacific Beach.

Inventory of Missing Sidewalks and Curb Ramps

The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG and the City of San Diego for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions, pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in **Exhibit PB-1**.

Route Types

All roadways within the Pacific Beach Community were classified based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in the Pacific Beach Community: District, Corridor, Connector and Neighborhood. **Exhibit PB-2** illustrates the Route Type Classifications defined within the Pacific Beach Community.

District: A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

Connector: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Neighborhood: A neighborhood sidewalk is limited to areas of lower density and single use residential areas.

Focus Areas

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within the Pacific Beach Community. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the Pacific Beach Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas were refined as a result of the existing conditions needs assessment and input from the community. **Exhibit PB-3** illustrates the Pacific Beach Focus Area routes.

Improvement Areas

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the Pacific Beach Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another. Corridor improvements focus on improvements either along a roadway or through a series of intersections.

For the Pacific Beach Community, 12 Improvement Areas were defined, which are illustrated in **Exhibit PB-4** and summarized in the table on the following page. On the pages following the exhibit and table, recommendations for each Improvement Area are described in detail.

Priority Score

The Improvement Areas and recommended projects within each improvement area were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.

Improvement Area Recommendations

Improvement Area	Recommendations	Priority Score
PB-1 **Garnet and Balboa Intersection Modifications**	Widen existing sidewalks and implement new sidewalk to improve the walking environment around this intersection and consider adding pedestrian crossing phase at the intersection.	**30**
PB-2 **Bond Street Connectivity Improvements**	Implement corridor enhancements that improve connectivity and walkability between community activity centers.	**16**
PB-3 **Jewell Street and Pacific Beach Drive Intersection Modifications**	Conduct focused intersection reconfiguration study to evaluate potential scenarios to improve pedestrian access.	**8**
PB-4 **Mission Boulevard Corridor Mobility Study**	Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented to address existing connectivity and walkability issues.	**26**
PB-5 **Rose Creek Trail Improvement Assessment**	Evaluate feasibility of improving the street/trail transitions at key access points.	**18**
PB-6 **La Jolla Boulevard and Mission Boulevard Merge Intersection Improvements**	Evaluate the feasibility of implementing curb extensions and speed and improve line of sight on the southwest corner of La Jolla Blvd/Loring St.	**11**

Improvement Area	Recommendations	Priority Score
PB-7 **Grand/Garnet Corridor Mobility Study**	Conduct a comprehensive corridor study including a detailed assessment of the Grand Avenue and Balboa Avenue intersection. Evaluate feasibility of implementing an enhanced pedestrian crossing (lighted marked crosswalk with in-pavement flashers) at Morrell Street.	**15**
PB-8 **Ingraham Street from Fortuna to La Playa Corridor Improvements**	Improve sidewalks to meet minimum clearance standards near mail boxes, transit stops and fire hydrants along the corridor. Evaluate for all-way stop at Fortuna / Ingraham to improve connectivity to school.	**21**
PB-9 **Pacific Beach Drive Sidewalk/Trail Connectivity Project**	Complete the connection from Mike Gotch Memorial Bridge to existing bicycle & pedestrian facilities.	**10**
PB-10 **Mission Bay Drive and Grand Avenue Intersection Improvements**	Evaluate feasibility of installing a signalized pedestrian phase on the north leg of the intersection crossing Mission Bay Drive.	**19**
PB-11 **Boardwalk Improvements Feasibility Assessment**	Evaluate feasibility and cost of community and City projects.	**Pending Review by City**
PB-12 **Mid-coast Trolley Accessibility Study**	Coordinate with SANDAG on station design and prepare a connectivity study to improve pedestrian and bicycle linkage from Pacific Beach to the new station.	**Refer to the Midcoast Trolley Study**

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Exhibit PB-1: Missing Sidewalk and Curb Ramps

San Diego Pedestrian Master Plan Phase 4: **Pacific Beach**

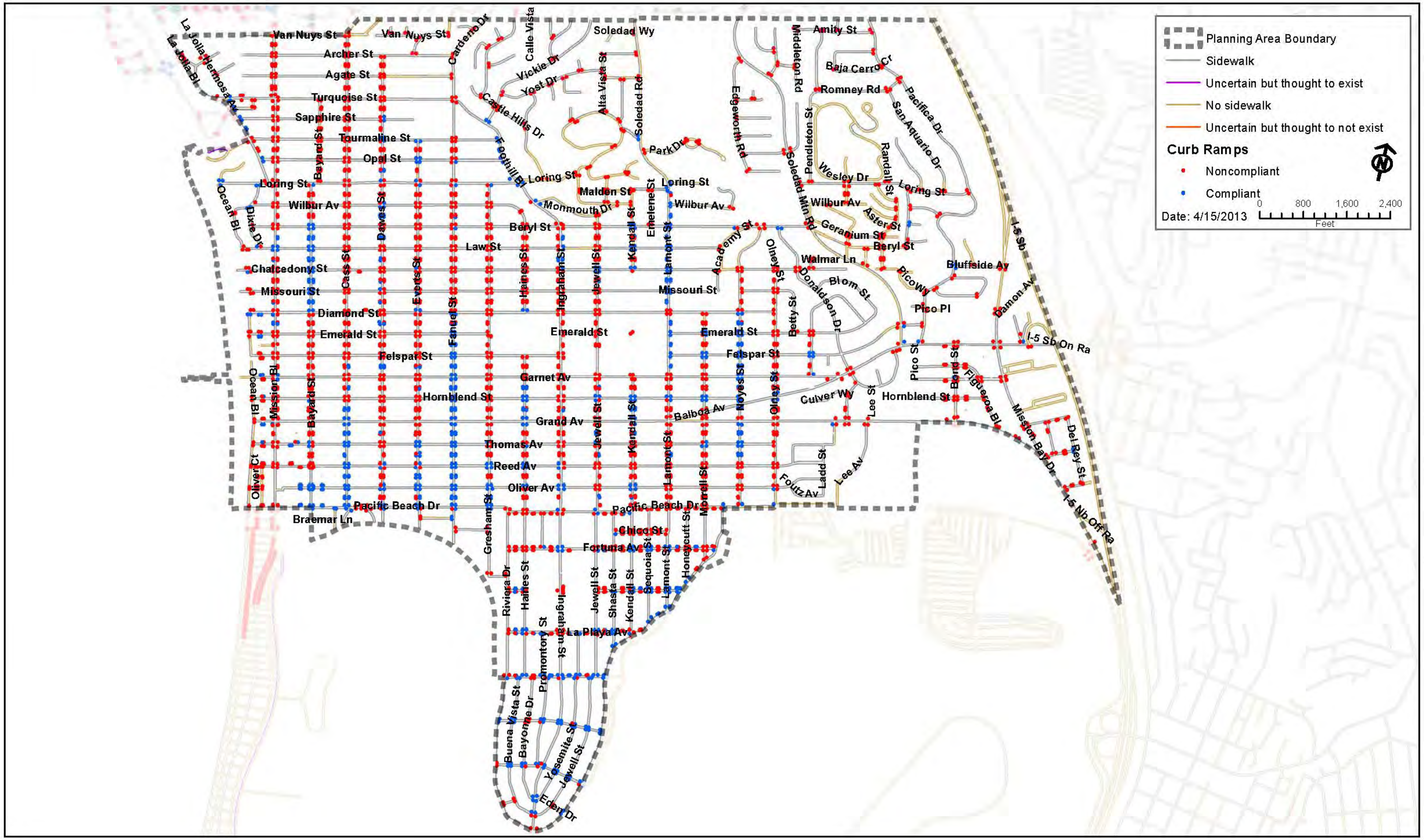


Exhibit PB-2: Route Type Classifications

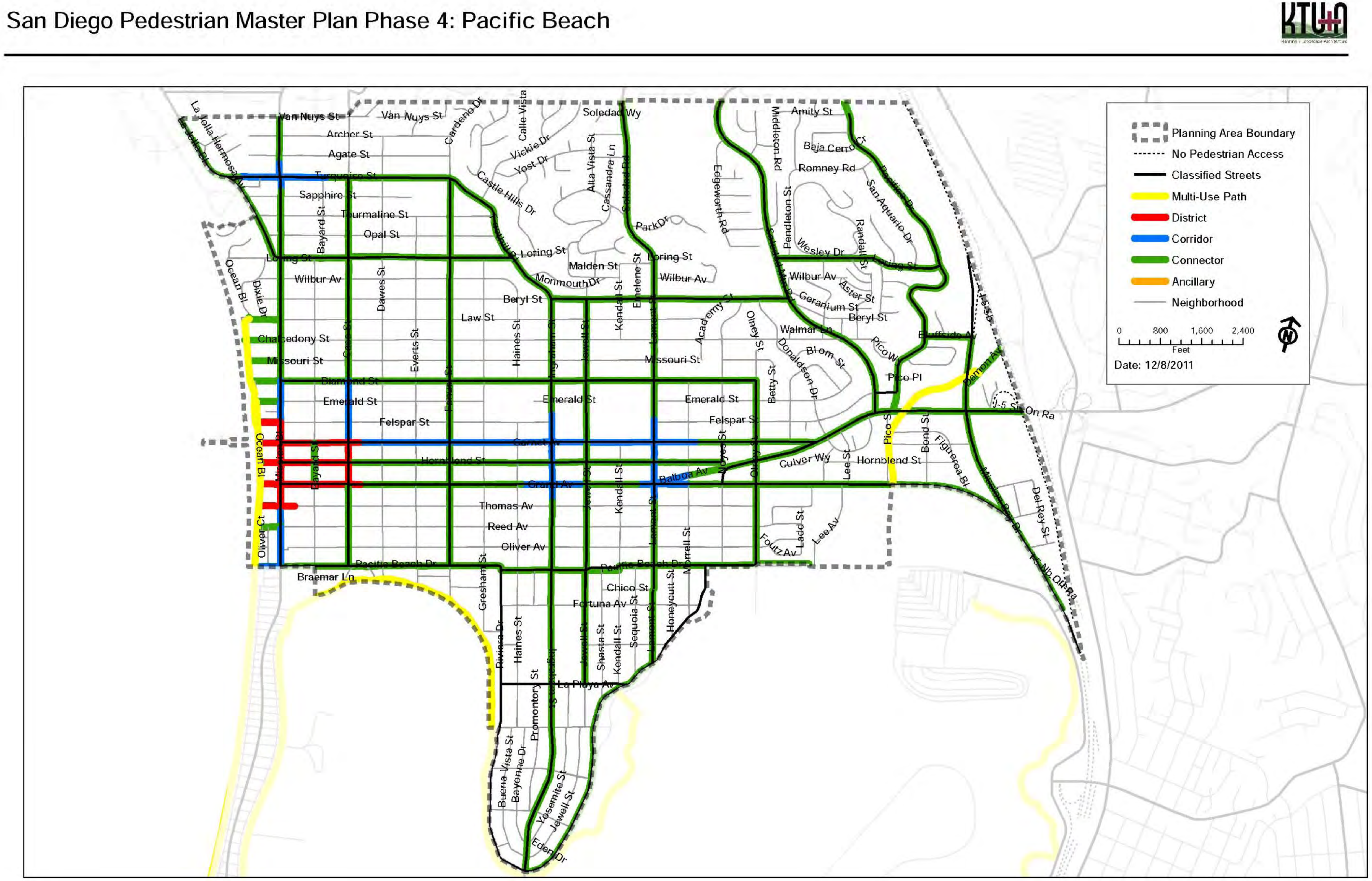


Exhibit PB-3: Focus Area

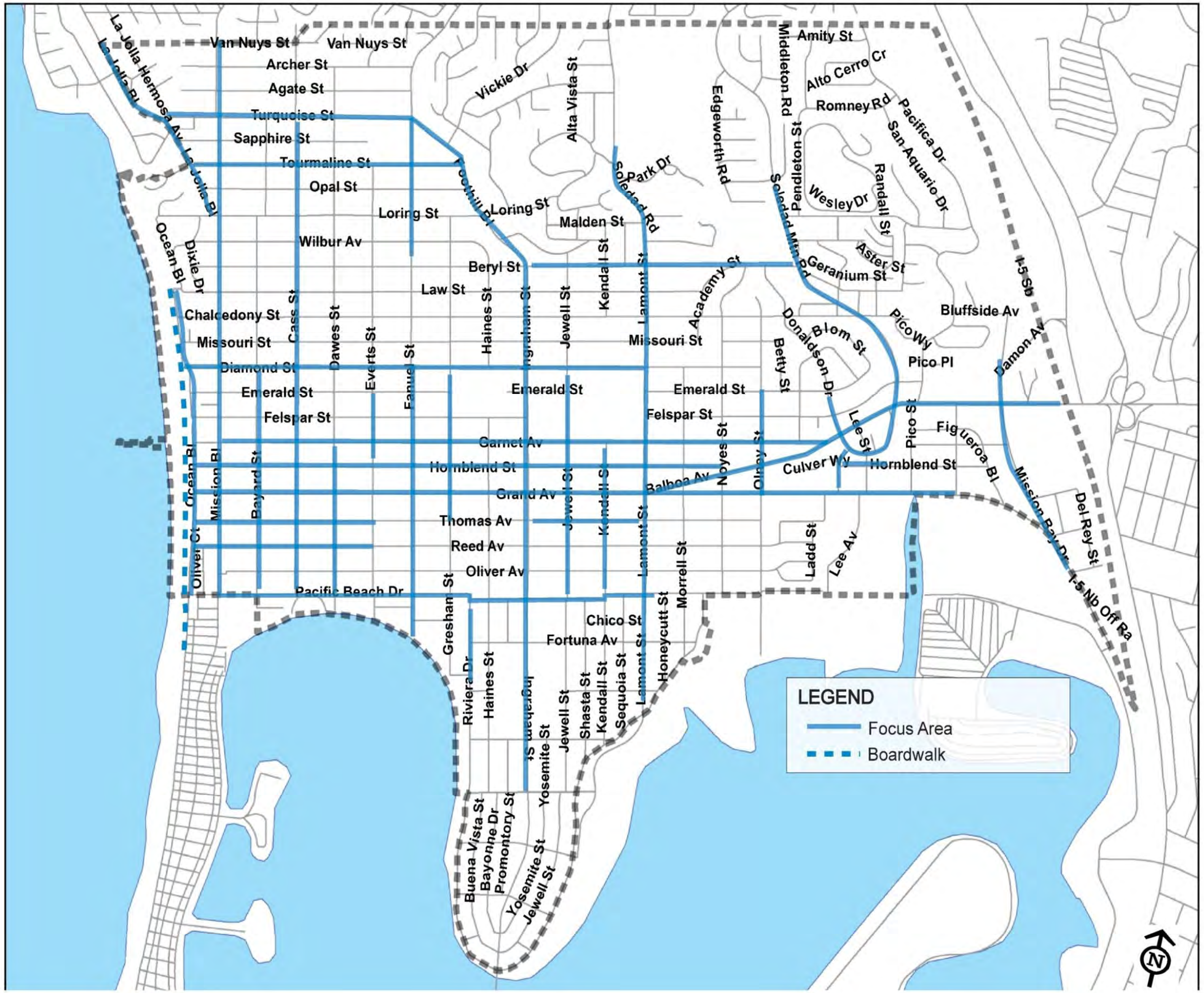
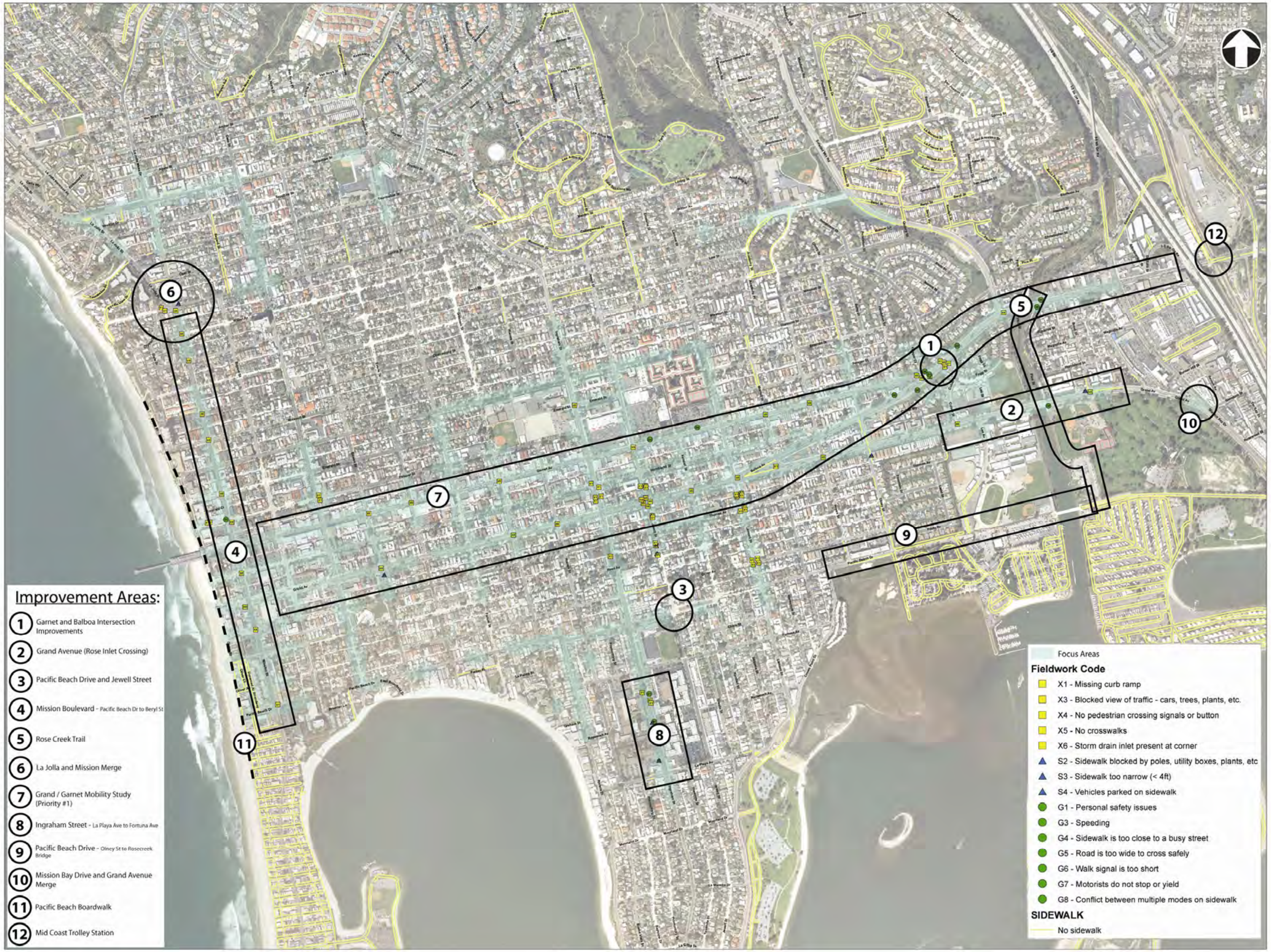


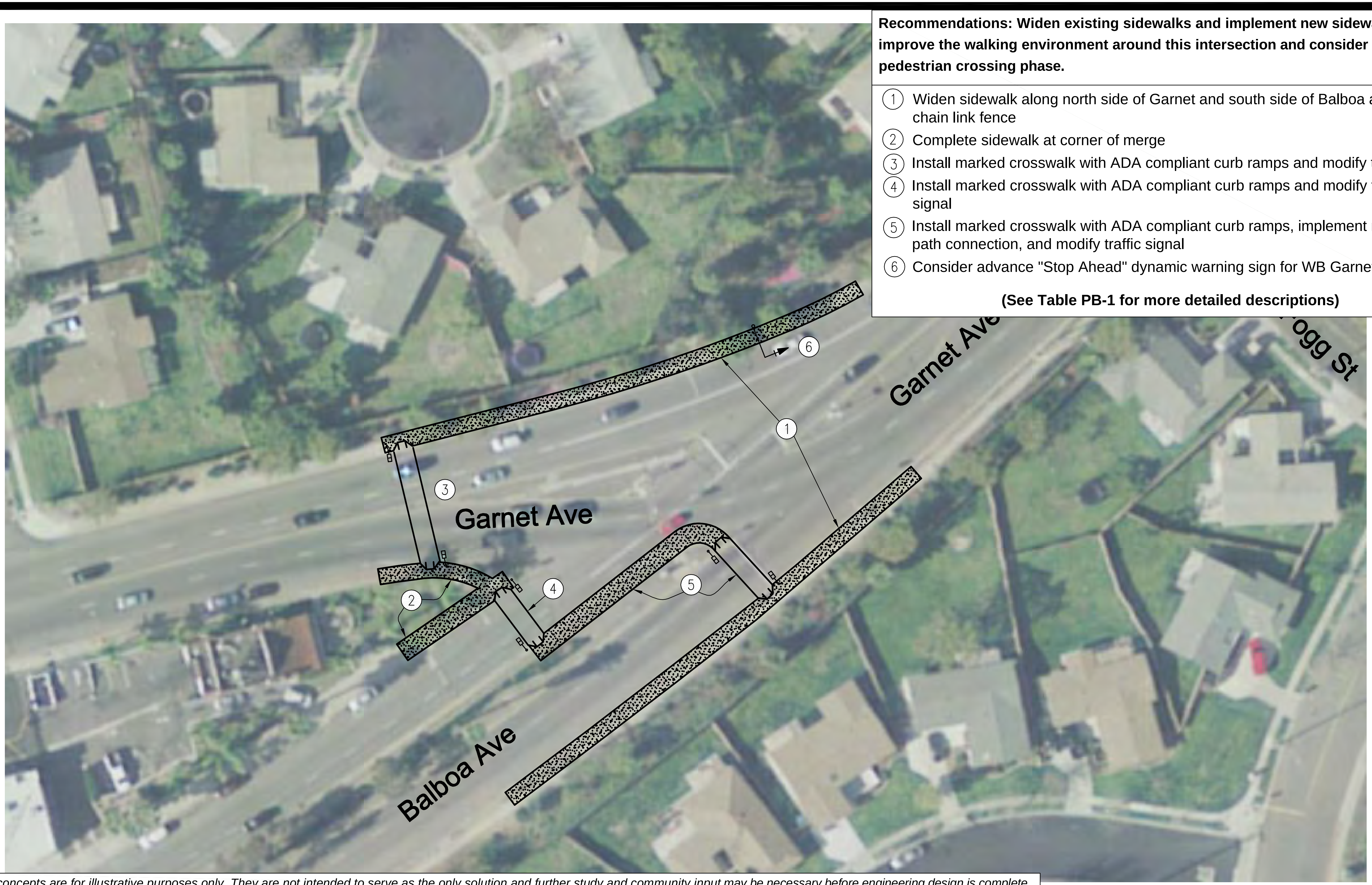
Exhibit PB-4: Improvement Areas


Improvement Areas:
1 Garnet and Balboa Intersection Improvements
2 Grand Avenue (Rose Inlet Crossing)
3 Pacific Beach Drive and Jewell Street
4 Mission Boulevard - Pacific Beach Dr to Beryl St
5 Rose Creek Trail
6 La Jolla and Mission Merge
7 Grand / Garnet Mobility Study (Priority #1)
8 Ingraham Street - La Playa Ave to Fortuna Ave
9 Pacific Beach Drive - Olney St to Rosecreek Bridge
10 Mission Bay Drive and Grand Avenue Merge
11 Pacific Beach Boardwalk
12 Mid Coast Trolley Station
Focus Areas
Fieldwork Code
X1 - Missing curb ramp
X3 - Blocked view of traffic - cars, trees, plants, etc.
X4 - No pedestrian crossing signals or button
X5 - No crosswalks
X6 - Storm drain inlet present at corner
S2 - Sidewalk blocked by poles, utility boxes, plants, etc
S3 - Sidewalk too narrow (< 4ft)
S4 - Vehicles parked on sidewalk
G1 - Personal safety issues
G3 - Speeding
G4 - Sidewalk is too close to a busy street
G5 - Road is too wide to cross safely
G6 - Walk signal is too short
G7 - Motorists do not stop or yield
G8 - Conflict between multiple modes on sidewalk
SIDEWALK
No sidewalk

Recommendations: Widen existing sidewalks and implement new sidewalk to improve the walking environment around this intersection and consider adding pedestrian crossing phase.

① Widen sidewalk along north side of Garnet and south side of Balboa along chain link fence
② Complete sidewalk at corner of merge
③ Install marked crosswalk with ADA compliant curb ramps and modify traffic signal
④ Install marked crosswalk with ADA compliant curb ramps and modify traffic signal
⑤ Install marked crosswalk with ADA compliant curb ramps, implement median path connection, and modify traffic signal
⑥ Consider advance "Stop Ahead" dynamic warning sign for WB Garnet

(See Table PB-1 for more detailed descriptions)



Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

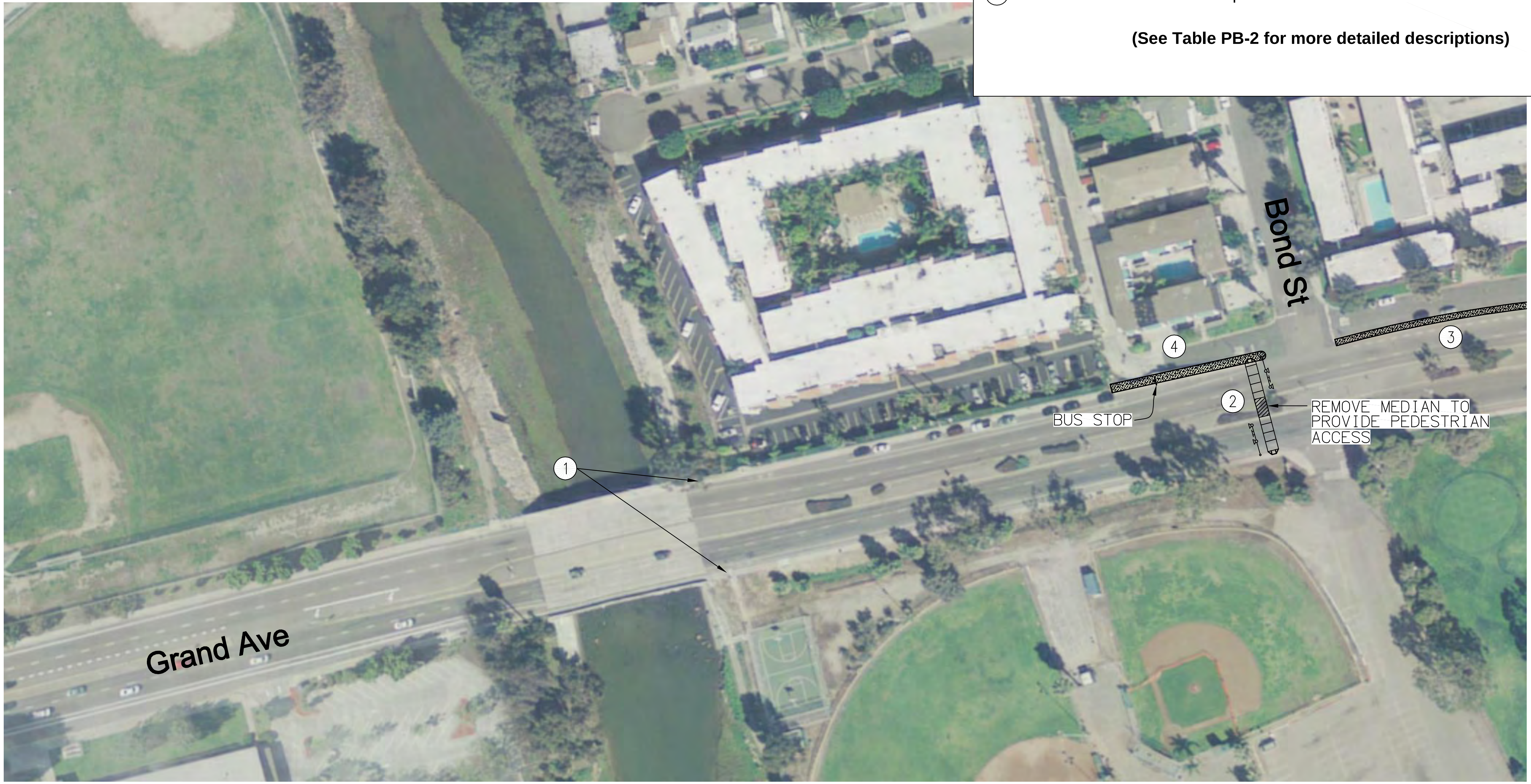
IMPROVEMENT AREA PB-1
Garnet and Balboa Intersection Modifications
Pedestrian Master Plan - Phase 4

Recommendations: Implement corridor enhancements that improve connectivity and walkability between community activity centers.

1. ① Widen sidewalk and path to improve Rose Creek Trail transition to sidewalk
2. ② Evaluate for new marked enhanced crosswalk with ADA compliant curb ramps and Hawk signal
3. ③ Implement sidewalk
4. ④ Widen sidewalk near bus stop

(See Table PB-2 for more detailed descriptions)

NOT TO SCALE



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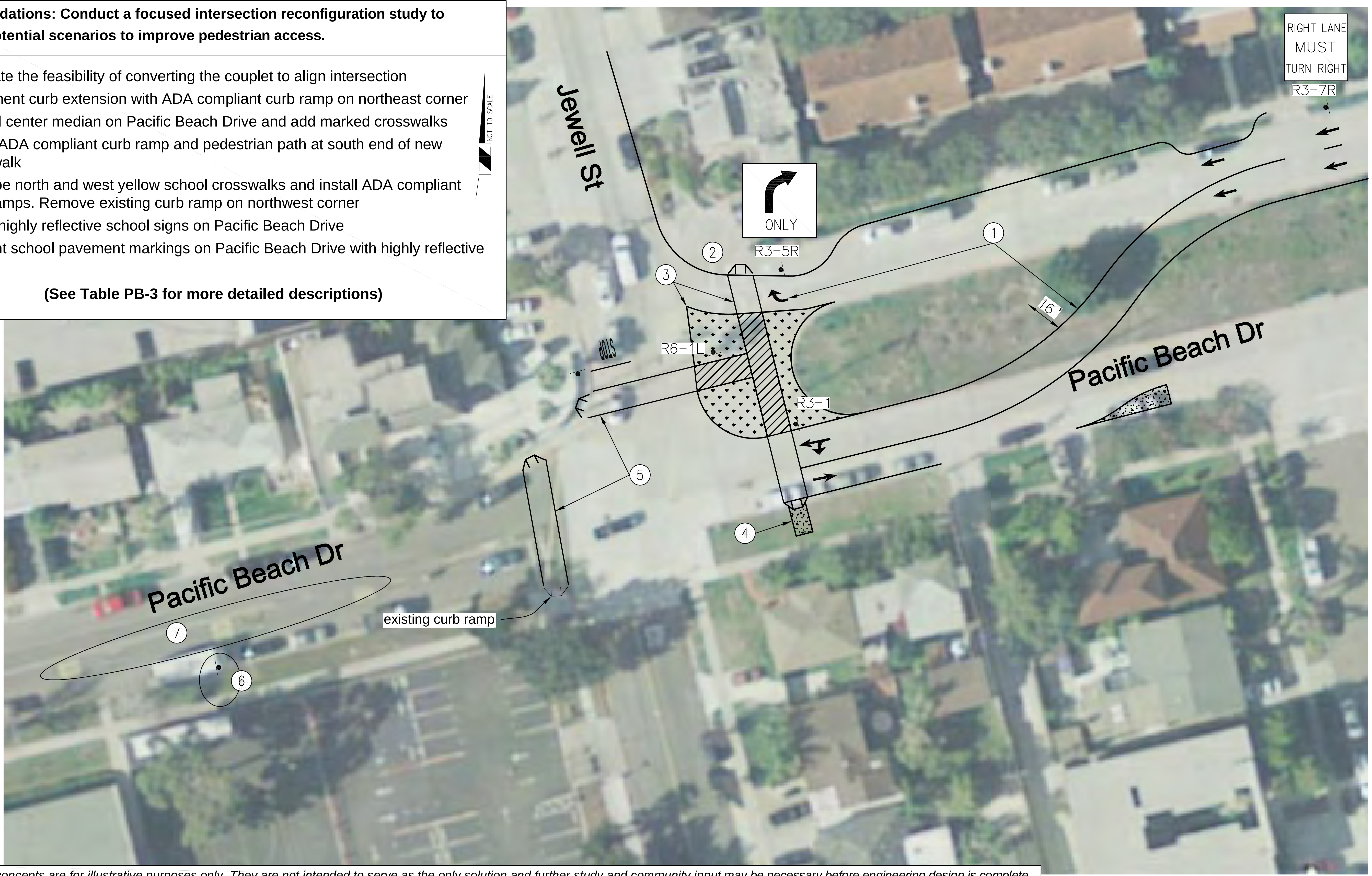
IMPROVEMENT AREA PB-2
Bond Street Connectivity Improvements
Pedestrian Master Plan - Phase 4

Recommendations: Conduct a focused intersection reconfiguration study to evaluate potential scenarios to improve pedestrian access.

① Evaluate the feasibility of converting the couplet to align intersection
② Implement curb extension with ADA compliant curb ramp on northeast corner
③ Extend center median on Pacific Beach Drive and add marked crosswalks
④ Install ADA compliant curb ramp and pedestrian path at south end of new crosswalk
⑤ Restripe north and west yellow school crosswalks and install ADA compliant curb ramps. Remove existing curb ramp on northwest corner
⑥ Install highly reflective school signs on Pacific Beach Drive
⑦ Repaint school pavement markings on Pacific Beach Drive with highly reflective paint

(See Table PB-3 for more detailed descriptions)



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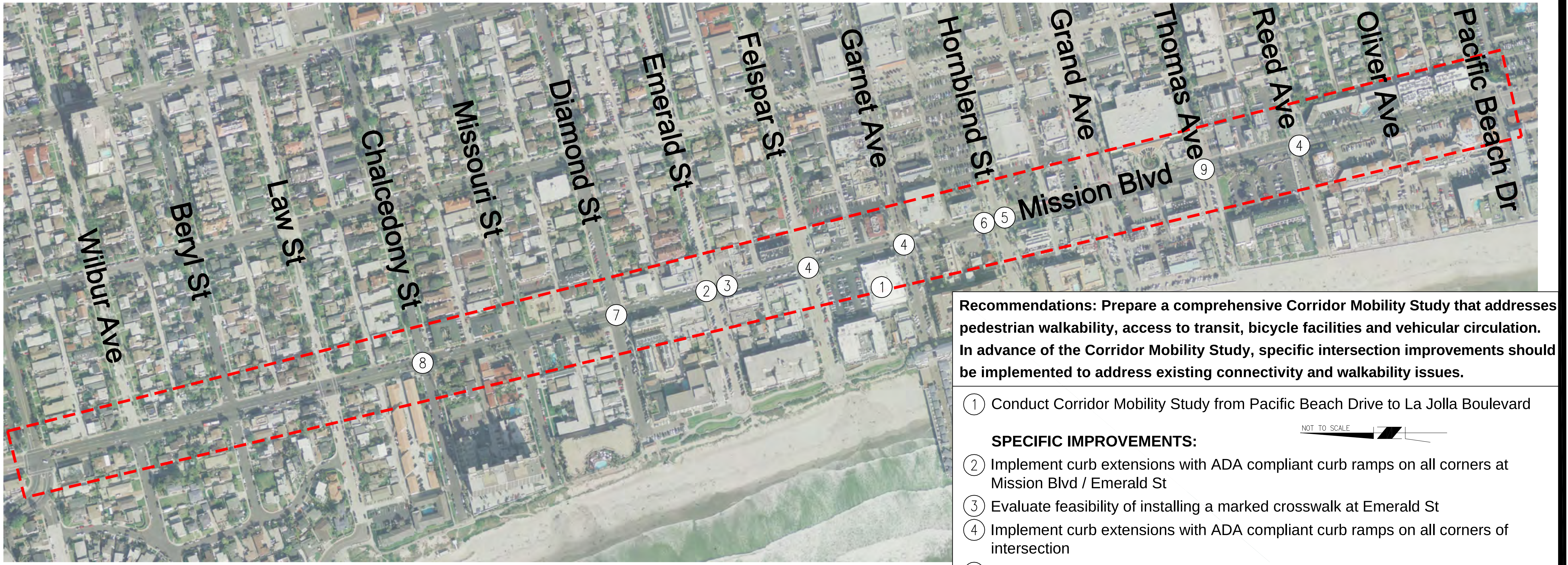
IMPROVEMENT AREA PB-3
Jewell Street and Pacific Beach Drive Intersection Modifications
Pedestrian Master Plan - Phase 4



Recommendations: Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented to address existing connectivity and walkability issues.

① Conduct Corridor Mobility Study from Pacific Beach Drive to La Jolla Boulevard

SPECIFIC IMPROVEMENTS:

② Implement curb extensions with ADA compliant curb ramps on all corners at Mission Blvd / Emerald St

③ Evaluate feasibility of installing a marked crosswalk at Emerald St

④ Implement curb extensions with ADA compliant curb ramps on all corners of intersection

⑤ Implement curb extensions with ADA compliant curb ramps on side street only (Hornblend St)

⑥ Evaluate feasibility of installing an enhanced marked crosswalk on north leg of intersection at Hornblend St

⑦ Evaluate feasibility of installing an enhanced marked crosswalk on south leg of intersection at Diamond St (completed)

⑧ Implement curb extensions with ADA compliant curb ramps on side street only (Chalcedony St)

⑨ Evaluate feasibility of installing an enhanced marked crosswalk on south leg of intersection at Thomas Ave

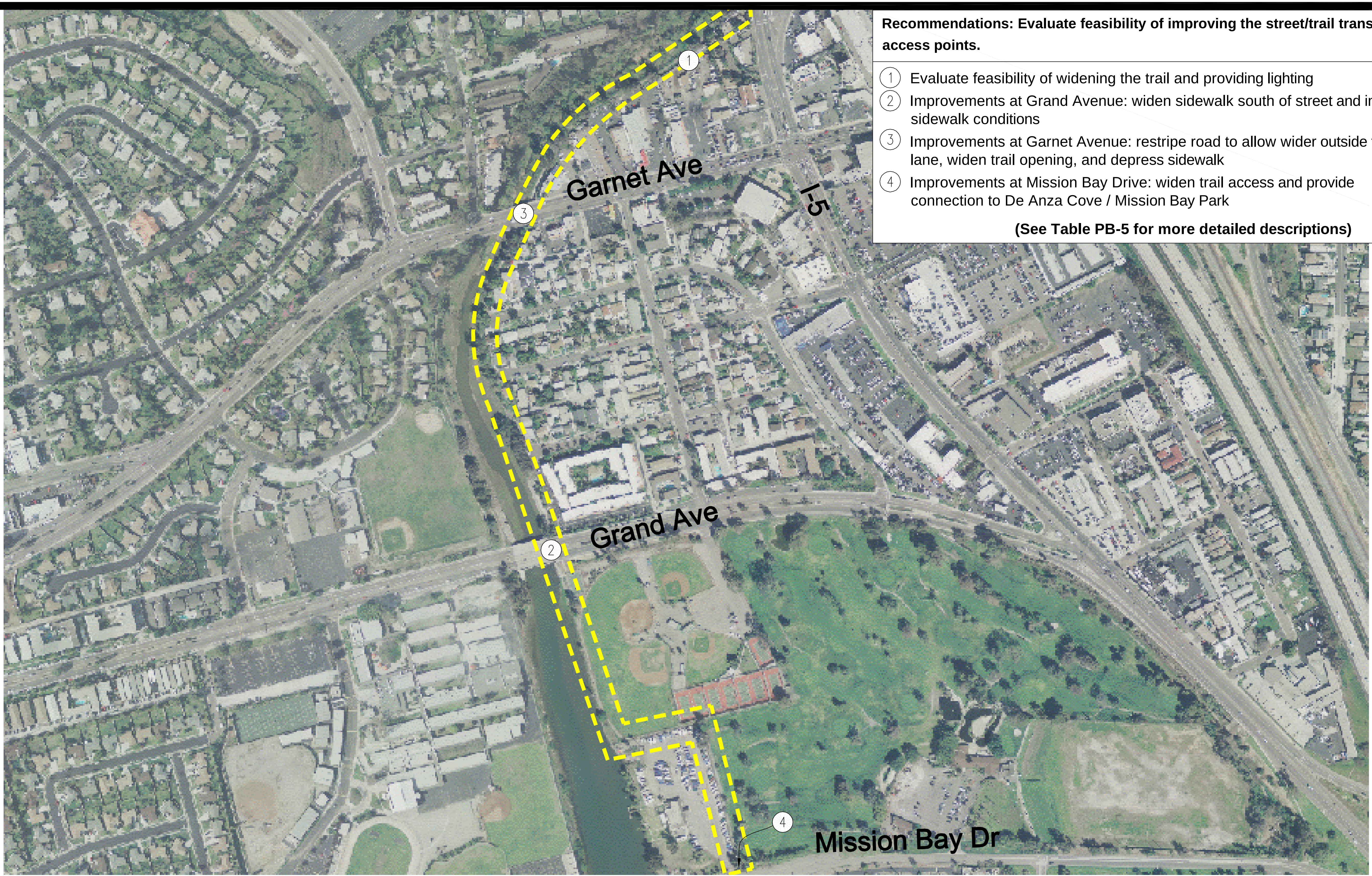
(See Table PB-4 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA PB-4

Mission Boulevard Corridor Mobility Study

Pedestrian Master Plan - Phase 4



Recommendations: Evaluate feasibility of improving the street/trail transitions at key access points.

① Evaluate feasibility of widening the trail and providing lighting

② Improvements at Grand Avenue: widen sidewalk south of street and improve sidewalk conditions

③ Improvements at Garnet Avenue: restripe road to allow wider outside travel lane, widen trail opening, and depress sidewalk

④ Improvements at Mission Bay Drive: widen trail access and provide connection to De Anza Cove / Mission Bay Park

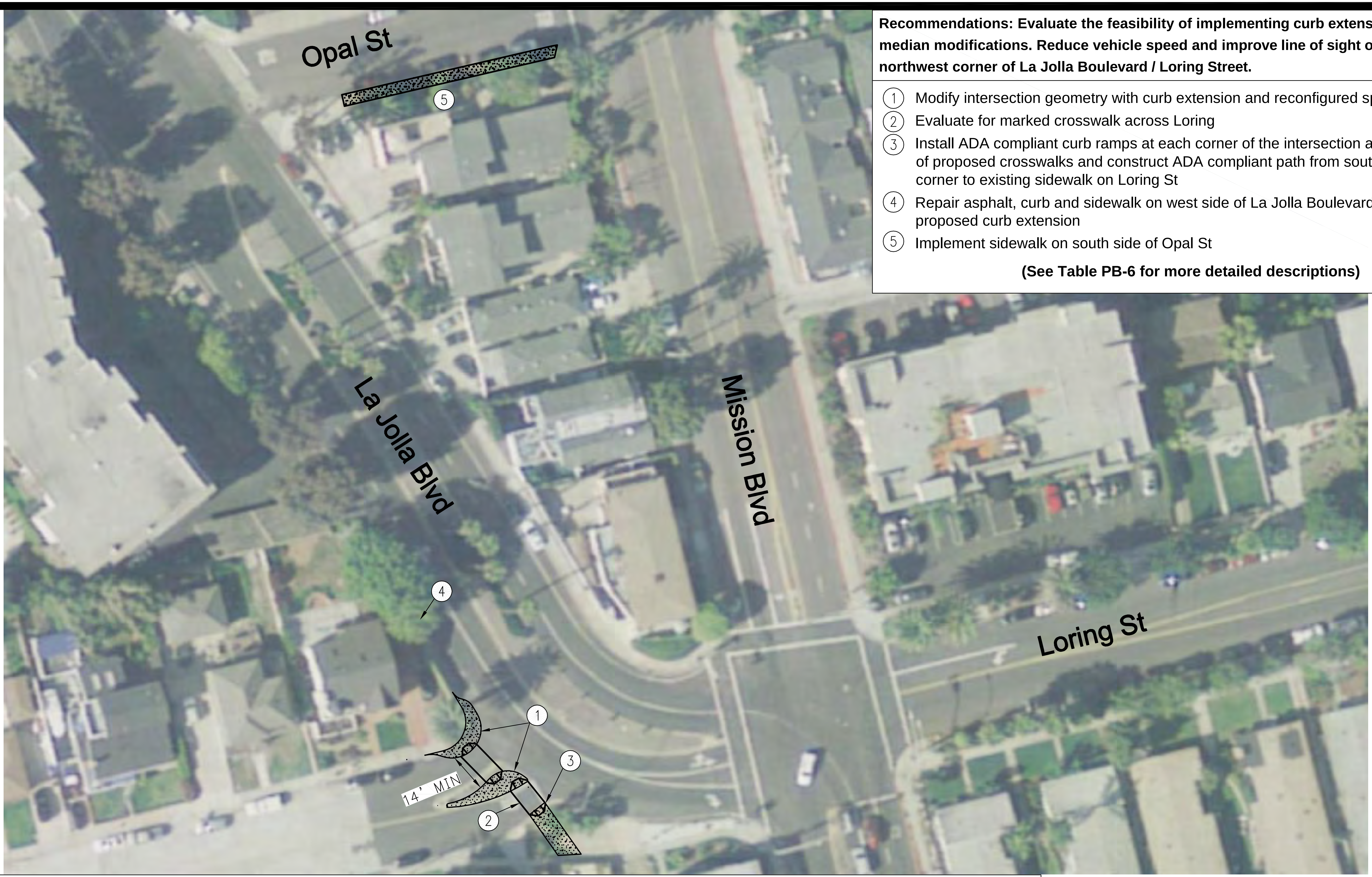
(See Table PB-5 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA PB-5

Rose Creek Trail Improvement Assessment

Pedestrian Master Plan - Phase 4



Recommendations: Evaluate the feasibility of implementing curb extensions and median modifications. Reduce vehicle speed and improve line of sight on the northwest corner of La Jolla Boulevard / Loring Street.

① Modify intersection geometry with curb extension and reconfigured splitter island
② Evaluate for marked crosswalk across Loring
③ Install ADA compliant curb ramps at each corner of the intersection and ends of proposed crosswalks and construct ADA compliant path from southwest corner to existing sidewalk on Loring St
④ Repair asphalt, curb and sidewalk on west side of La Jolla Boulevard north of proposed curb extension
⑤ Implement sidewalk on south side of Opal St

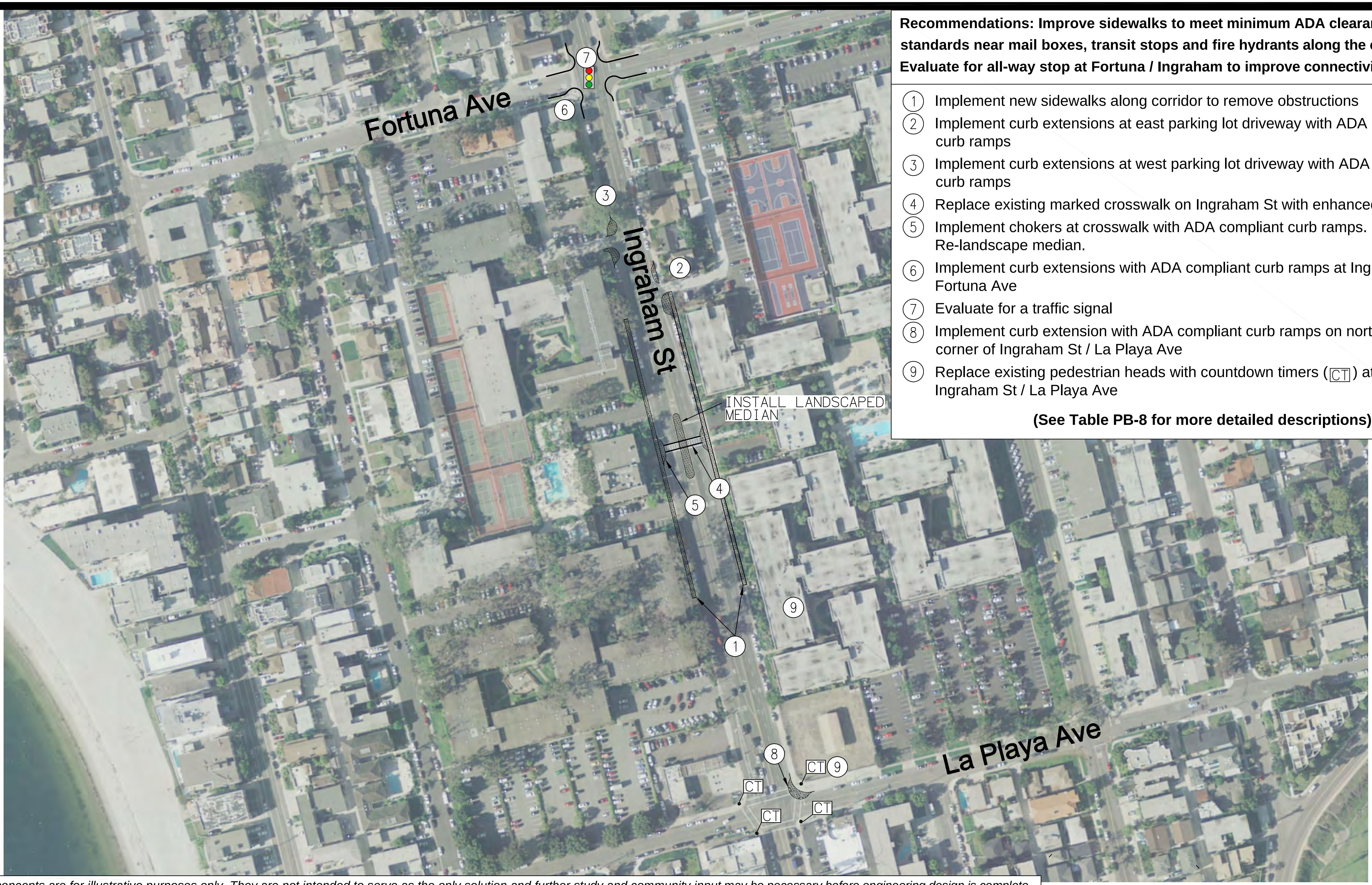
(See Table PB-6 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA PB-6

La Jolla Boulevard and Mission Boulevard Merge Intersection Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Improve sidewalks to meet minimum ADA clearance standards near mail boxes, transit stops and fire hydrants along the corridor. Evaluate for all-way stop at Fortuna / Ingraham to improve connectivity to school.

① Implement new sidewalks along corridor to remove obstructions
② Implement curb extensions at east parking lot driveway with ADA compliant curb ramps
③ Implement curb extensions at west parking lot driveway with ADA compliant curb ramps
④ Replace existing marked crosswalk on Ingraham St with enhanced crosswalk
⑤ Implement chokers at crosswalk with ADA compliant curb ramps. Re-landscape median.
⑥ Implement curb extensions with ADA compliant curb ramps at Ingraham St / Fortuna Ave
⑦ Evaluate for a traffic signal
⑧ Implement curb extension with ADA compliant curb ramps on northeast corner of Ingraham St / La Playa Ave
⑨ Replace existing pedestrian heads with countdown timers (CT) at Ingraham St / La Playa Ave

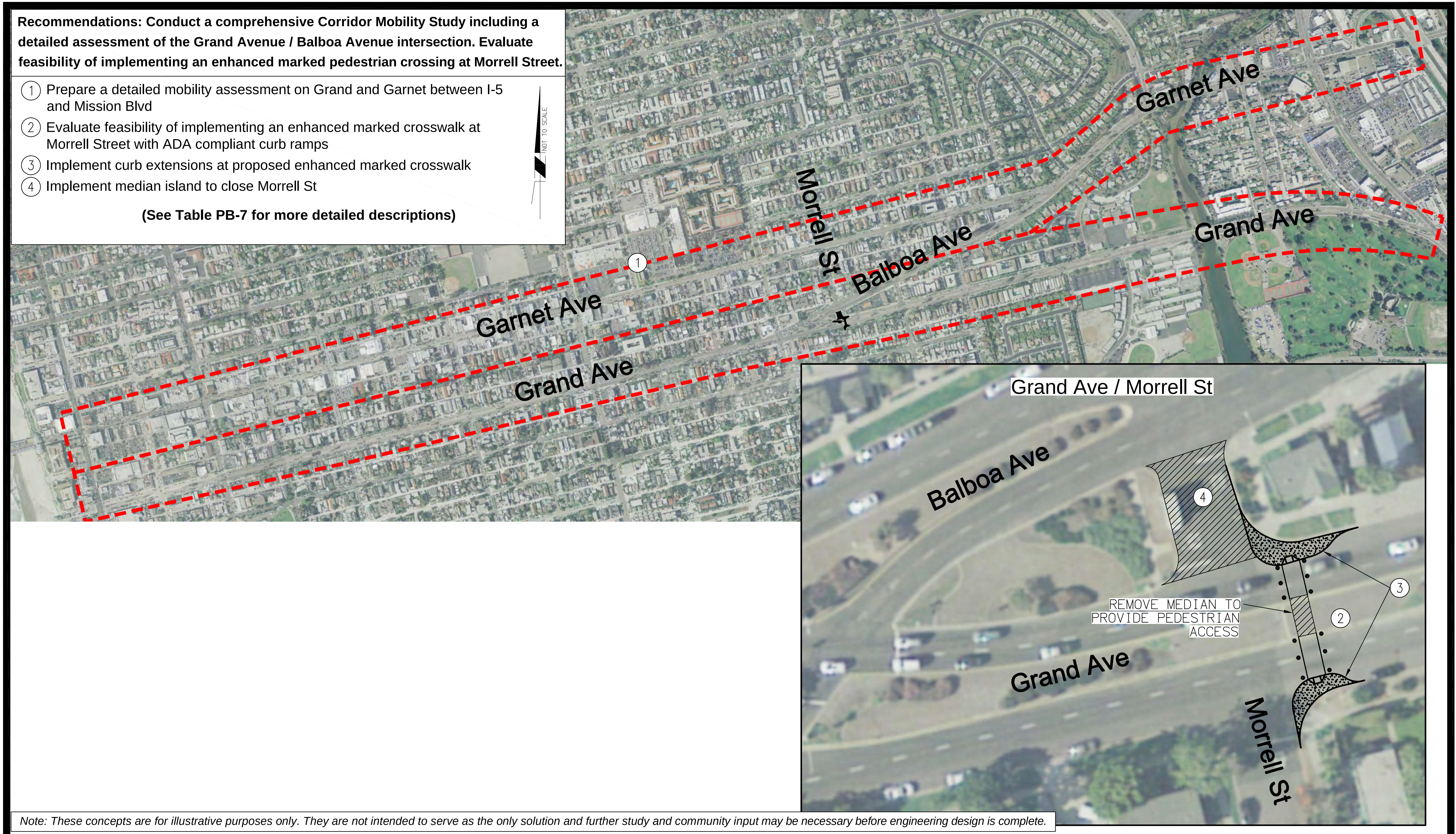
(See Table PB-8 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA PB-8

Ingraham Street from Fortuna Ave to La Playa Ave Corridor Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Conduct a comprehensive Corridor Mobility Study including a detailed assessment of the Grand Avenue / Balboa Avenue intersection. Evaluate feasibility of implementing an enhanced marked pedestrian crossing at Morrell Street.

① Prepare a detailed mobility assessment on Grand and Garnet between I-5 and Mission Blvd

② Evaluate feasibility of implementing an enhanced marked crosswalk at Morrell Street with ADA compliant curb ramps

③ Implement curb extensions at proposed enhanced marked crosswalk

④ Implement median island to close Morrell St

(See Table PB-7 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA PB-7

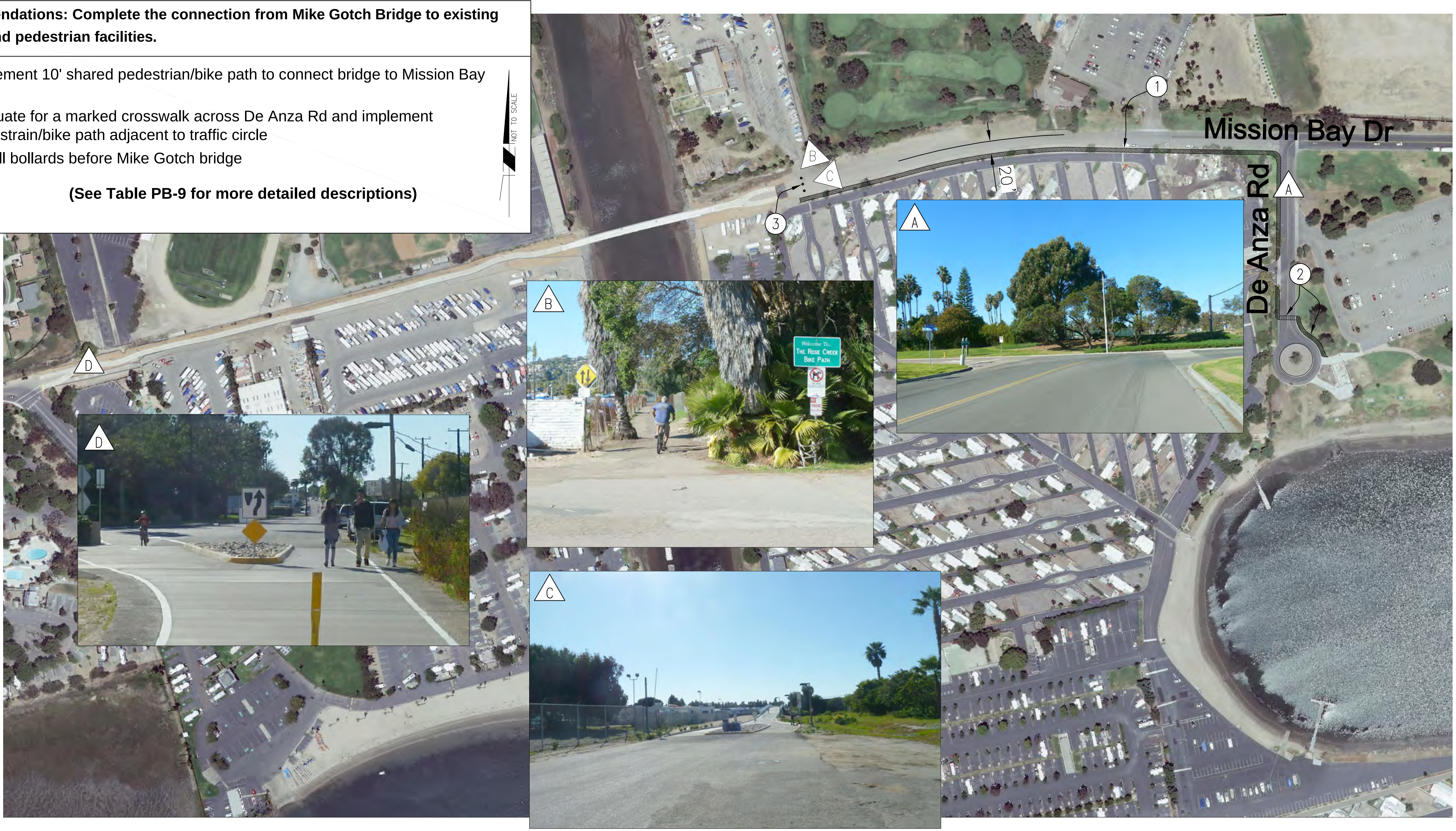
Grand / Garnet Corridor Mobility Study

Pedestrian Master Plan - Phase 4

Recommendations: Complete the connection from Mike Gotch Bridge to existing bicycle and pedestrian facilities.

① Implement 10' shared pedestrian/bike path to connect bridge to Mission Bay path
② Evaluate for a marked crosswalk across De Anza Rd and implement pedestrain/bike path adjacent to traffic circle
③ Install bollards before Mike Gotch bridge

(See Table PB-9 for more detailed descriptions)

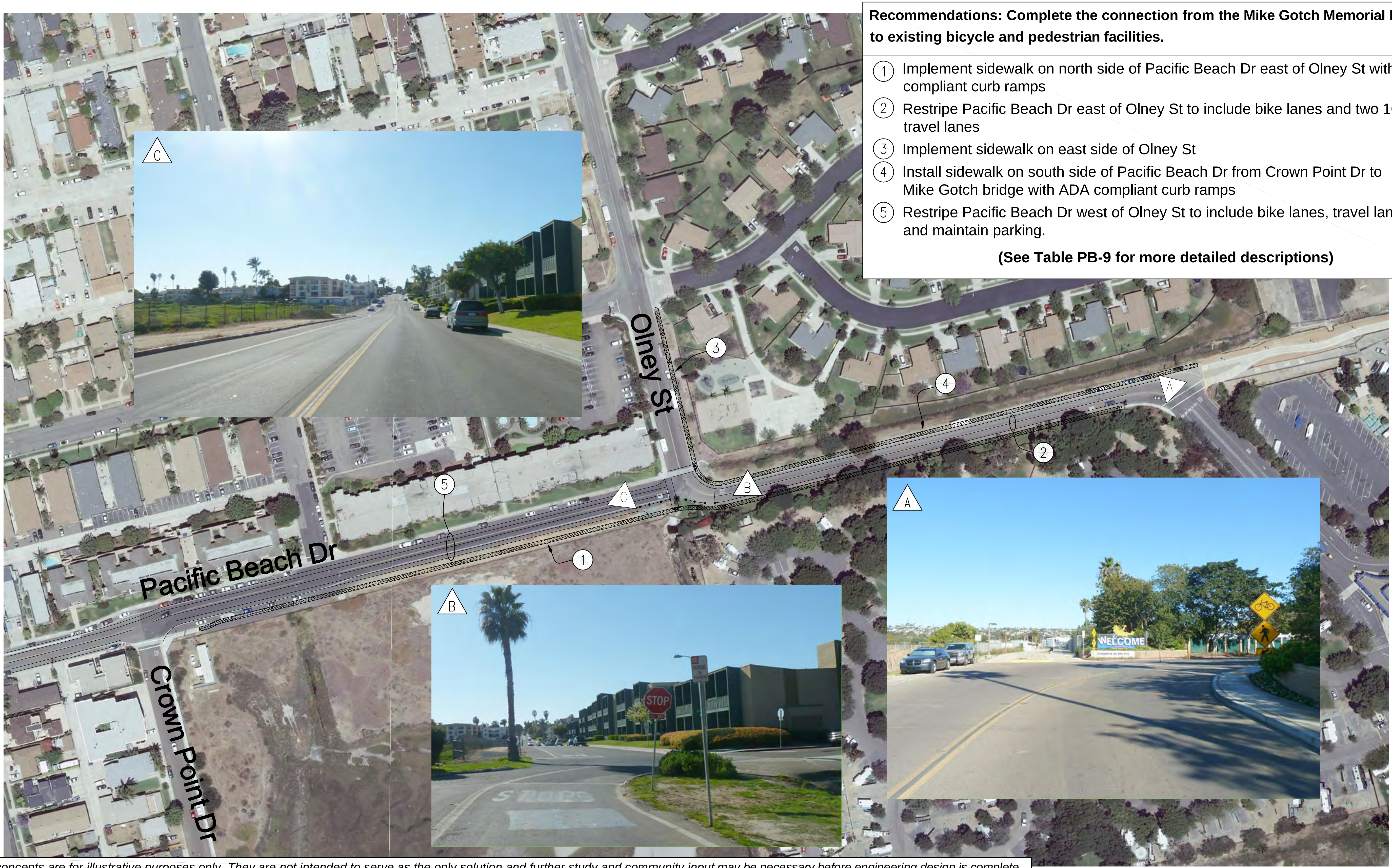


Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA PB-9a

Pacific Beach Drive Sidewalk/Trail Connectivity Project (East of Mike Gotch Memorial Bridge)

Pedestrian Master Plan - Phase 4



Recommendations: Complete the connection from the Mike Gotch Memorial Bridge to existing bicycle and pedestrian facilities.

① Implement sidewalk on north side of Pacific Beach Dr east of Olney St with ADA compliant curb ramps
② Restripe Pacific Beach Dr east of Olney St to include bike lanes and two 10' travel lanes
③ Implement sidewalk on east side of Olney St
④ Install sidewalk on south side of Pacific Beach Dr from Crown Point Dr to Mike Gotch bridge with ADA compliant curb ramps
⑤ Restripe Pacific Beach Dr west of Olney St to include bike lanes, travel lanes and maintain parking.

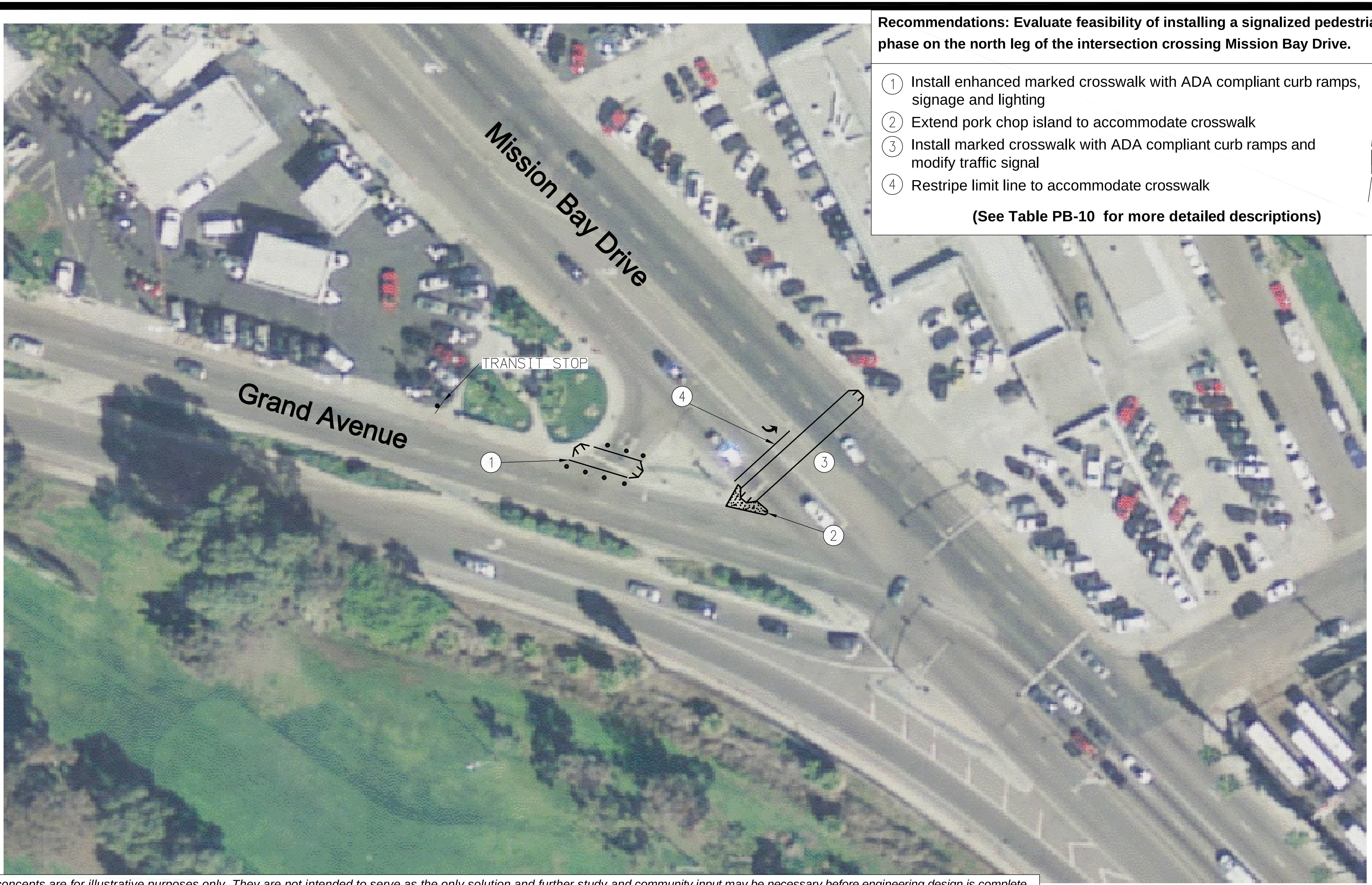
(See Table PB-9 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA PB-9b

Pacific Beach Drive Sidewalk/Trail Connectivity Project (West of Mike Gotch Memorial Bridge)

Pedestrian Master Plan - Phase 4



Recommendations: Evaluate feasibility of installing a signalized pedestrian phase on the north leg of the intersection crossing Mission Bay Drive.

① Install enhanced marked crosswalk with ADA compliant curb ramps, signage and lighting
② Extend pork chop island to accommodate crosswalk
③ Install marked crosswalk with ADA compliant curb ramps and modify traffic signal
④ Restripe limit line to accommodate crosswalk

(See Table PB-10 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA PB-10

Mission Bay Drive / Grand Avenue Intersection Improvements

Pedestrian Master Plan - Phase 4

Improvement Area PB-1:

Garnet and Balboa Intersection Modifications

Purpose & Need:

Garnet Street and Balboa Avenue come together near Donaldson Street/Fogg Street in the eastern portion of Pacific Beach just north of Bayview Terrace Elementary School. There are a number of pedestrian circulation issues in the general vicinity of the Garnet Street/Balboa Avenue intersection. There are currently no pedestrian crossings available, diverting pedestrian trips to nearby intersections. Sidewalks are narrow and traffic speeds are high, yielding an uncomfortable walking environment along the existing fences. This project will improve connectivity and reduce pedestrian-vehicle conflicts through this heavily traveled intersection.

Recommended Improvements:

Widen existing sidewalks and implement new sidewalk to improve the walking environment around this intersection and consider adding pedestrian crossing phase at the intersection. The table below provides potential improvements that should be considered.

Garnet Avenue at Fogg Street

Corner of Balboa and Garnet, missing sidewalk connection across median

Westbound Garnet Avenue at Balboa Avenue

Table PB-1: Garnet and Balboa Intersection Modifications

Location	Description	Goal (1)	Objective	Est. Cost
Garnet Street / Balboa Avenue	1) Widen sidewalk along the north side of Garnet and south side of Balboa along the chain link fence	C, W	Provide buffer between pedestrians and vehicular traffic and improve capacity of sidewalk	$209,250
	2) Complete sidewalk at corner of Garnet & Balboa near Mexican food restaurant	C	Provide connected pedestrian path of travel	$83,700
Garnet Avenue	3) Install marked crosswalk from north side of Garnet to corner of merge with ADA compliant curb ramps. Modify signal to include new pedestrian phase, ADA compliant push buttons & count down timers	C	Provide clear path of travel for pedestrians	$18,750
Balboa Crosswalk per Community Comments	4) Install marked crosswalk across Balboa from corner of merge to Balboa median and include ADA compliant curb ramps. Modify signal to include new pedestrian phase, ADA compliant push buttons & count down timers	C, S	Provide clear pedestrian path of travel across Balboa Avenue	$18,750
	5) Install marked crosswalk across Balboa from median to south side of street with ADA compliant curb ramps and implement path in median to connect two crosswalks. Modify signal to include new pedestrian phase, ADA compliant push buttons & count down timers	C, S	Provide safe and clear connection for pedestrians to cross Balboa Avenue	$60,600
	6) Consider advance stop ahead dynamic warning sign for westbound Garnet	S	Alert drivers to new pedestrian crossing	$50,000
TOTAL ESTIMATED COST				**$441,050**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-2:

Bond Street Connectivity Improvements

Purpose & Need:

Grand Avenue runs east-west and crosses over the Rose Inlet of Fiesta Bay. The segment to the west of the Rose Inlet is a pedestrian corridor for both Bayview Terrace Elementary School and Mission Bay High School, which are both immediately adjacent to the street. This segment of Grand Avenue also connects the schools to the Mission Bay Athletic Area on the east side of the Rose Inlet. Crossing Grand Avenue to the athletic field at Bond Street is difficult due to a lack of gaps in traffic. Additionally, high traffic speeds along with missing or incomplete sidewalks along the corridor make for an uncomfortable walking environment. Despite the multiple pedestrian activity centers, there are limited pedestrian amenities along Grand Avenue and infrequent crossings. This project aims to implement corridor enhancements that improve connectivity and walkability between the community activity centers.

Grand Avenue at Bond Street (Athletic Field entrance)

Recommended Improvements:

Implement corridor enhancements that improve connectivity and walkability between community activity centers.

Table PB-2: Bond Street Connectivity Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Grand Avenue / Rose Creek Trail	1) Improve Rose Creek Trail transition to sidewalk	W, S	Reduce conflicts between modes and improve pedestrian comfort	$51,000
Grand Avenue / Bond Street	2) Evaluate for a new marked enhanced crosswalk on west leg of intersection with ADA compliant curb ramps and Hawk signal.	C, W	Improve visibility of pedestrians near the park and connect sports fields to residential homes	$18,250
Grand Avenue east of Bond Street	3) Implement sidewalk on north side of street	W, A	Improve access and walkability	$76,500
Grand Avenue west of Bond Street	4) Widen sidewalk near bus stop	W	Improve comfort by reducing obstacles	$25,500
TOTAL ESTIMATED COST				**$171,250**

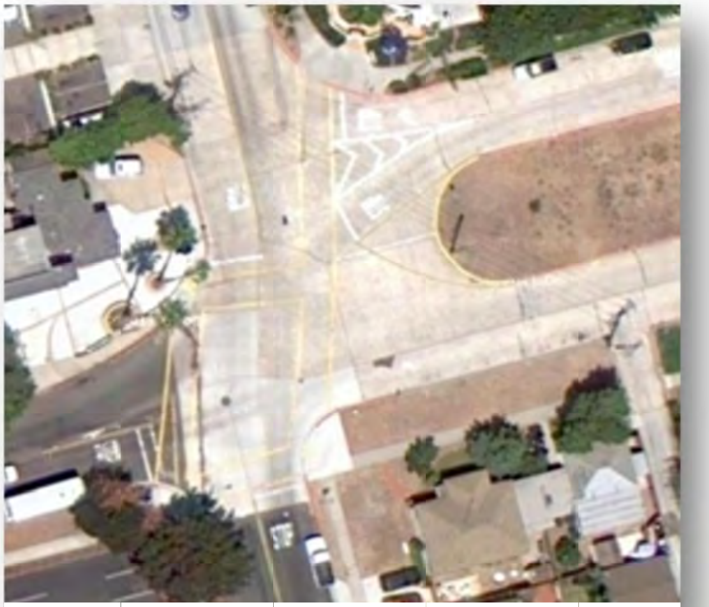
[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-3:

Jewell Street and Pacific Beach Drive Intersection Modifications

Purpose & Need:

The intersection of Jewell Street and Pacific Beach Drive is a main connection for surrounding residential homes and Crown Point Elementary School, located on the southwest corner. The east leg of Pacific Beach Drive at this location has a 45-foot-wide median, creating a complex intersection with long crossing distances and an unclear pedestrian path of travel. The school striping and signs at this intersection do not meet the latest CA-MUTCD standards. This project aims to improve pedestrian access and update intersection striping and signs to meet current CA-MUTCD standards. The table below provides potential improvements that should be considered.



Couplet on Pacific Beach Drive creates long skewed crossing distances

Pacific Beach Drive at Jewell Street

School zone on Pacific Beach Drive

Recommended Improvements:

Conduct focused intersection reconfiguration study to evaluate potential scenarios to improve pedestrian access. Update all intersection striping and signs to meet current CA-MUTCD standards.

Table PB-3: Jewell Street and Pacific Beach Drive Intersection Modifications

Location	Description	Goal (1)	Objective	Est. Cost
Pacific Beach Drive at Jewell Street	1) Evaluate the feasibility of converting the couplet to align intersection.	A, S	Eliminate couplet to reduce pedestrian exposure through the intersection	$100000
	2) Implement curb extension on northeast corner of Pacific Beach. Include ADA compliant curb ramp.	A	Reduce crossing distance and improve visibility of pedestrians	$18,000
	3) Extend center median on Pacific Beach Drive to the west and add marked crosswalks.	A	Reduce crossing distances	$90,750
	4) Install ADA compliant curb ramp at the south end of the new crosswalk with a pedestrian path connecting to the existing sidewalk	A, C	Connect pedestrian path of travel to existing facilities	$4,800
	5) Restripe yellow school zone crosswalks on all legs of intersection to straighten path of travel and install ADA compliant curb ramps on northwest corner. Remove existing curb ramp on corner.	A	Provide clear path of travel for pedestrians	$7,500
Pacific Beach Drive	6) Install new highly reflective School Zone signs	S	Meet current CA-MUTCD standards and improved school safety	$350
	7) Use highly reflective pavement markings to be seen on existing concrete surface	S	Meet current CA-MUTCD standards and improve school safety	$500
TOTAL ESTIMATED COST				**$221,900**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-4:

Mission Boulevard Corridor Mobility Study

Purpose & Need:

Mission Boulevard runs north-south through the heart of Pacific Beach. Shops, restaurants and tourism related uses flank Mission Boulevard resulting in high pedestrian traffic year round. West of the intersection of Mission Boulevard / Garnet Avenue is public access to the beach and pier.

Despite the high volume of pedestrians, there are limited marked crossings along Mission Boulevard. High traffic volume and speed result in limited gaps for pedestrains waiting to cross Mission Boulevard. The corridor lacks channelization for all modes which lowers mobility. A Corridor Mobility Study should be conducted to address key pedestrian issues including reducing pedestrian crossing distances, improving pedestrian visibility at intersections, and improving access to transit. Interim improvements should be made to improve east-west pedestrian access across Mission Boulevard through both installation of curb extensions and marked crosswalks.

Mission at Hornblend Street

Mission Boulevard

Recommended Improvements:

Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented to address existing connectivity and walkability issues. The table below provides potential improvements that should be considered.

Table PB-4: Mission Boulevard Corridor Mobility Study

Location	Description	Goal (1)	Objective	Est. Cost
Mission Boulevard – Pacific Beach Drive to La Jolla Boulevard	1) Conduct a Corridor Mobility Study to evaluate multimodal improvements along Mission Boulevard	S, C, W, A	Identify comprehensive mobility solutions	$350,000
Specific Improvements:				
Mission Boulevard / Emerald	2) Implement curb extensions on all corners of the intersection with ADA compliant ramps.	S, W	Improve visibility of pedestrians; Provide additional capacity at intersection for queued pedestrians; Improve walking environment	$72,000 + $2,500
	3) Evaluate the feasibility of installing a marked crosswalk at Emerald			$74,500
Mission Boulevard / Felspar	4) Implement curb extensions on all corners of intersection with ADA compliant curb ramps	W, S	Improve capacity at intersection for pedestrians (signalized); Reduce crossing distance for pedestrians	$216,000
Mission Boulevard / Garnet				
Mission Boulevard / Reed Avenue				
Mission Boulevard / Hornblend	5) Implement curb extensions with ADA compliant curb ramps on side street only	W, S	Reduce pedestrian crossing distance; Reduce vehicle turning speed	$72,000
	6) Evaluate the feasibility of installing an enhanced marked crosswalk on north leg of intersection	S	Improve visibility of pedestrians	$2,500
Mission Boulevard / Diamond St	7) Evaluate the feasibility of installing an enhanced marked crosswalk on south leg of intersection (completed)	S	Improve visibility of pedestrians	$2,500
Mission Boulevard / Chalcedony St	8) Implement curb extensions with ADA compliant curb ramps on side street only	W, S	Reduce pedestrian crossing distance; reduce vehicle turning speed	$72,000
Mission Boulevard / Thomas Ave	9) Evaluate the feasibility of installing an enhanced marked crosswalk on south leg of intersection	S	Improve visibility of pedestrians	$2,500
TOTAL ESTIMATED COST				**$792,000**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-5:

Rose Creek Trail Improvement Assessment

Purpose & Need:

The existing Rose Creek Trail is narrow, unlit and needs repair. Access at streets like Garnet, Grand and Mission Bay Drive are narrow and difficult to navigate. In particular, the transition of the Rose Creek Trail to Garnet Avenue poses safety and walkability issues. There are no ramps for bicycles from the trail to the street, resulting in multiple modes on the sidewalk. This is a safety concern for both pedestrians using the path and those looking to cross the trail outlet on the Garnet Avenue sidewalk. At Mission Bay Drive, the trail is connected by rough pavement and has no nearby sidewalks. This project evaluates the feasibility of improving the trail and the transition of the trail at key access points.

Rose Creek Trail entrance/exit

Recommended Improvements:

Evaluate feasibility of improving the trail/street transitions at key access points.

Table PB-5: Rose Creek Trail Improvement Assessment

Location	Description	Goal [1]	Objective	Est. Cost
Rose Creek Trail	1) Evaluate feasibility of widening the trail and providing lighting	S, W, A, C	Improve walking and bicycling conditions as well as safety along this recreational facility	$350,000
Rose Creek Trail at Grand Ave	2) Widen sidewalk on south side of street and improve sidewalk conditions	S, W	Provide ample space for bikes and pedestrians at Rose Creek Trail entrance/exit	$54,000
Rose Creek Trail at Garnet Avenue	3) Restripe road to allow wider outside travel lane	S, W	Provide wider lane for bicycles transitioning onto Garnet Avenue	$12,500
	3) Widen opening to trail and depress sidewalk	S, A	Improve access to trail and provide ramp for bicycles to transition into outside lane	$19,500
Rose Creek Trail at Mission Bay Drive	4) Widen trail access point and provide pedestrian/bicycle connection to De Anza Cove area/ Mission Bay	C, W	Improve connection between Mission Bay Park and Rose Creek Trail	$13,500
TOTAL ESTIMATED COST				**$449,500**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-6:

La Jolla Boulevard and Mission Boulevard Merge Intersection Improvements

Purpose & Need:

La Jolla Boulevard runs generally north-south before taking a sharp turn east to merge with Mission Boulevard. The geometry at this intersection makes visibility of pedestrians difficult to the west of the La Jolla Boulevard curve. Recently a tall wall was reduced to a 3 foot wall to improve visibility at the intersection. Loring Street runs through the intersection east to west, continuing on the west side of La Jolla Boulevard to provide direct access to the beach. This beach access route generates pedestrian activity and a need for improved visibility. A feasibility study should be conducted that would evaluate potential intersection modifications to improve visibility and safety at this intersection.

Westbound La Jolla Boulevard at Mission

Eastbound Loring Street at La Jolla Boulevard

Recommended Improvements:

Evaluate feasibility of implementing curb extensions & median modifications to reduce vehicle speed and improve line of sight for the northwest corner. Recent modification to the extended wall reduced the blind corner southbound La Jolla Boulevard onto Loring Street, however addition treatments are recommended.

Table PB-6: La Jolla Boulevard and Mission Boulevard Merge Intersection Improvements

Location	Description	Goal [(1)]	Objective	Est. Cost
Loring Street at La Jolla Boulevard T-intersection	1) Modify the intersection geometry. Consider installing a curb extension on the north side of Loring Street and reconfiguring the splitter island to maintain a 14 foot travel lane.	C,S	Reduce the blind corner southbound on La Jolla Blvd and provide protected pedestrian access to the beach	$78,750
	2) Evaluate for a marked crosswalk across Loring Street at La Jolla Boulevard	A, C	Provide clear path of travel for pedestrians	$2,500
	3) Install ADA compliant curb ramps at each corner of the intersection and an ADA path from southwest corner to existing sidewalk on Loring.	A,C	Provide connection to beach	$16,500

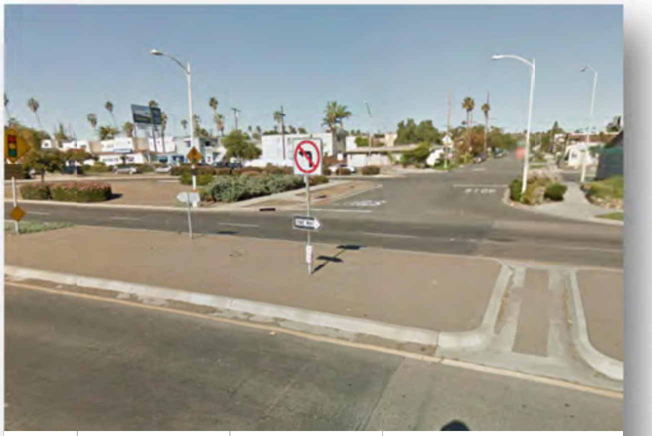
Location	Description	Goal [1]	Objective	Est. Cost
	4) Repair asphalt, curb and sidewalk on west side of La Jolla Blvd north of proposed curb extension			$27,000
Opal Street	5) Implement sidewalk on south side of street	C	Provide connected pedestrian path of travel	$40,500
TOTAL ESTIMATED COST				**$165,250**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-7:

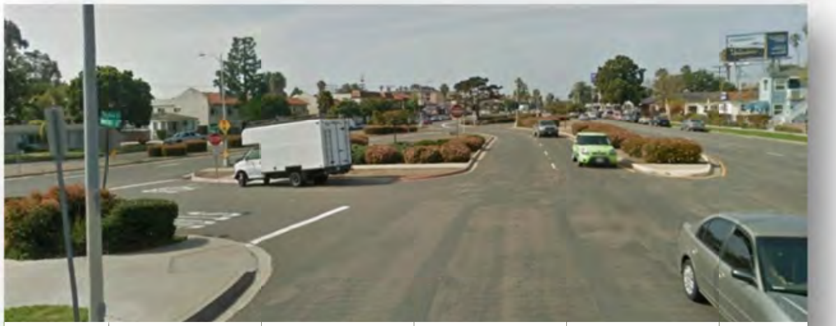
Grand/Garnet Corridor Mobility Study

Purpose & Need:



Morrell Street at Grand Avenue

Grand and Garnet run parallel through the core of Pacific Beach. Connecting I-5 to the coast, Grand and Garnet carry high traffic, bicycle, and pedestrian volumes throughout the year. Narrow streets, high demands for parking, and busy sidewalks make immediate, short term improvements difficult. Therefore a comprehensive corridor study is recommended. The study should include a detailed assessment of the Grand Avenue and Balboa Avenue intersection which offers few options for pedestrians. There is no clear pedestrian path of travel across either street and vehicle speeds and few gaps result in difficult crossing conditions. This project aims to improve overall mobility along these two key corridors and address specific improvements for pedestrians at this key intersection.



Balboa Avenue facing west at Morrell Street / Grand Avenue

Recommended Improvements:

Prepare a comprehensive Corridor Mobility Study including a detailed assessment of the Grand Avenue/Balboa Avenue Intersection and an evaluation for an enhanced marked crossing at Morrell Street. The table below provides potential improvements that should be considered.

Table PB-7: Grand/Garnet Corridor Mobility Study

Location	Description	Goal [(1)]	Objective	Est. Cost
Grand/Garnet Corridor Mobility Study	1) Prepare a detailed mobility assessment to improve access and circulation for all modes	W, A, S, C	Improve the pedestrian and bicycle environment and address vehicular circulation between I-5 and Mission Avenue	$350,000
Specific Improvements:				
Grand Avenue at Morrell Street	2) Evaluate feasibility of implementing an enhanced marked crossing (lighted marked crosswalk with in-pavement flashers) to the east of Morrell Street. Include ADA compliant curb ramps.	A, C	Connect pedestrian path of travel	$23,500
	3) Implement curb extensions at proposed enhanced marked crosswalk	A	Reduce pedestrian crossing distances	$30,000
Morrell Street	4) Implement median island to close Morrell between Balboa and Grand	S	Reduce vehicle – pedestrian conflict potential	$45,000
TOTAL ESTIMATED COST				**$448,500**

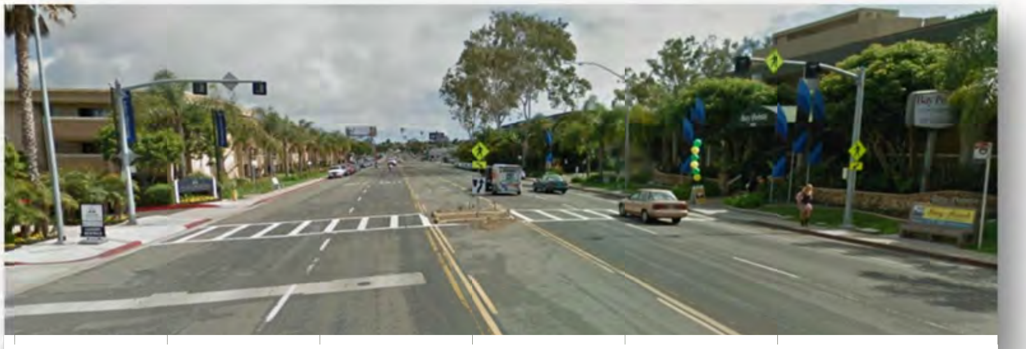
(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-8:

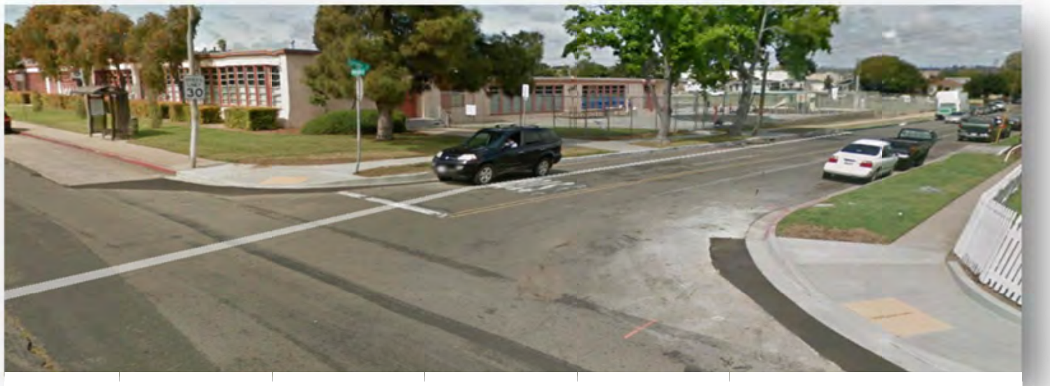
Ingraham Street from Fortuna to La Playa Corridor Improvements

Purpose & Need:

Ingraham Street is enclosed by the Bay Pointe Apartments to the west and the Avalon Mission Bay Apartment Community to the east. Pedestrian levels are high along the corridor, which is also a school zone due to Crown Point Elementary School. MTS Route 9 runs along the corridor at 20-30 minute intervals. Sidewalk obstructions on both sides of Ingraham Street affect the pedestrian path of travel. High traffic volumes and speeds past Crown Point Elementary School at the north end of the corridor cause an uncomfortable walking environment. Plans should be prepared to implement sidewalk improvements and improve safety along the corridor.



Mid-block crossing on Ingraham Street



Crown Point Elementary School – Ingraham Street at Fortuna Avenue

Recommended Improvements:

Prepare a plan and improve sidewalks to meet minimum clearance standards near mail box, transit stops and fire hydrants along the corridor. Evaluate feasibility of all-way stop at Fortuna / Ingraham to improve connectivity to school.

Table PB-8: Ingraham Street from Fortuna to La Playa Corridor Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Ingraham Street	1) Implement new sidewalks along corridor to remove obstructions	C, W	Meet minimum clearance standards near mail box, transit stops, and fire hydrants along the corridor	$324,000
Ingraham Street at east parking lot driveway	2) Implement curb extensions at driveway with ADA compliant curb ramps	S	Improve pedestrian visibility at driveway entrance and decrease turning speed	$36,000
Ingraham Street at west parking lot driveway	3) Implement curb extensions at driveway with ADA compliant curb ramps	S	Improve pedestrian visibility at driveway entrance and decrease vehicle turning speed	$36,000
Ingraham Street at mid-block crossing	4) Replace existing marked crosswalk with enhanced crosswalk	S	Improve pedestrian visibility	$15,000
	5) Implement choker on both sides of crosswalk with ADA compliant curb ramps. Re-landscape median.	S, W	Improve pedestrian visibility at crosswalk and decrease crossing distances	$36,000
Ingraham Street at Fortuna Avenue	6) Implement curb extensions with ADA compliant curb ramps on all four corners of the intersection	A	Provide access for all users	$72,000
	7) Evaluate for a traffic signal	S, W	Reduce traffic speeds and improve pedestrian visibility near school	$5,000
Ingraham Street at La Playa Avenue	8) Implement curb extension with ADA compliant curb ramps on northeast corner of intersection	S	Provide buffer from parked cars and decrease crossing distance	$18,000
	9) Install countdown timers	S	Increase pedestrian awareness for crossing time	$8,000
TOTAL ESTIMATED COST				**$550,000**

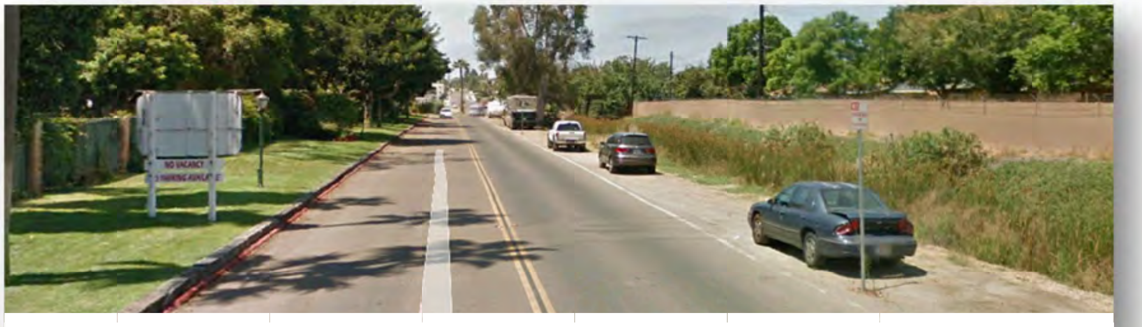
[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-9:

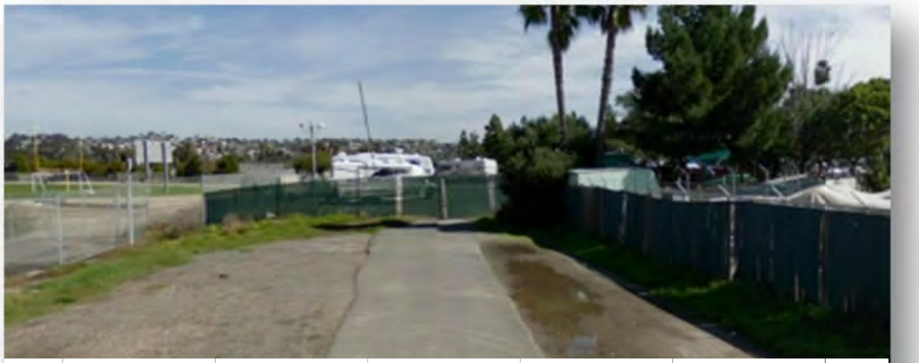
Pacific Beach Drive Sidewalk/Trail Connectivity Project

Purpose & Need:

Pacific Beach Drive ends east of Olney Street in the parking lot to Campland on the Bay. From there, an expansive parking lot and recreational fields separate pedestrians from the Bay. Currently there is no pedestrian or bicycle connection from Pacific Beach Drive to the Mike Gotch Memorial Bridge over the Rose Inlet. This project would complete that connection. The City is currently considering interim modifications to this segment to address short-term connectivity issues. Long term improvements should include sidewalks and bicycle improvements consistent with the Bicycle Master Plan.



Missing sidewalks on Pacific Beach Drive



Trail access from Mission Bay Park

Recommended Improvements:

Complete the connection from Mike Gotch Memorial Bridge to existing bicycle & pedestrian facilities. The table below provides potential improvements that should be considered.

Table PB-9: Pacific Beach Drive Sidewalk/Trail Connectivity Project

Location	Description	Goal (1)	Objective	Est. Cost
PB-9a East of Mike Gotch Memorial Bridge				
Mission Bay Drive and De Anza Road	1) Implement 10’ shared pedestrian/bike path on south side of Mission Bay Drive and west side of De Anza Road to connect existing Mission Bay path to Mike Gotch bridge	C, W	Complete recreational link from Mission Bay to Rose Creek and Rose Canyon	$197,900
De Anza Road	2) Evaluate for marked crosswalk on De Anza Road and implement 10’ shared path adjacent to existing traffic circle	C	Connect pedestrians from proposed shared path on west side to existing Mission Bay path on the east side	$98,400
Mission Bay Drive	3) Install bollards before Mike Gotch bridge just after Mission Bay Boat and Ski Club driveway	S, W	Emphasize no outlet for vehicles and to minimize conflicts	$3,000
PB-9b West of Mike Gotch Memorial Bridge				
Pacific Beach Drive east of Olney Street	1) Implement sidewalk on north side of street with ADA compliant curb ramps	C, W	Complete connection from Mike Gotch bridge to Olney Street	$197,900
	2) Restripe road to include bike lanes and two travel lanes	S	Reduce conflicts with bikes on sidewalk	$7,500
Olney Street	3) Implement sidewalk on east side of street	C	Connect pedestrian path of travel	$101,900
Pacific Beach Drive from Crown Point Drive to Mike Gotch Bridge	4) Install sidewalk on south side of street with ADA compliant curb ramps to tie in with existing sidewalk just east of Crown Point Drive	C	Provide connection from Crown Point Drive to Mike Gotch Bridge	$22,500
Pacific Beach Drive west of Olney Street	5) Restripe to include bike lanes, two travel lanes and maintain parking	S	Reduce conflicts with bikes on sidewalk	$389,800
TOTAL ESTIMATED COST	**PB-9a**			**$299,300**
	PB-9b			**$719,600**

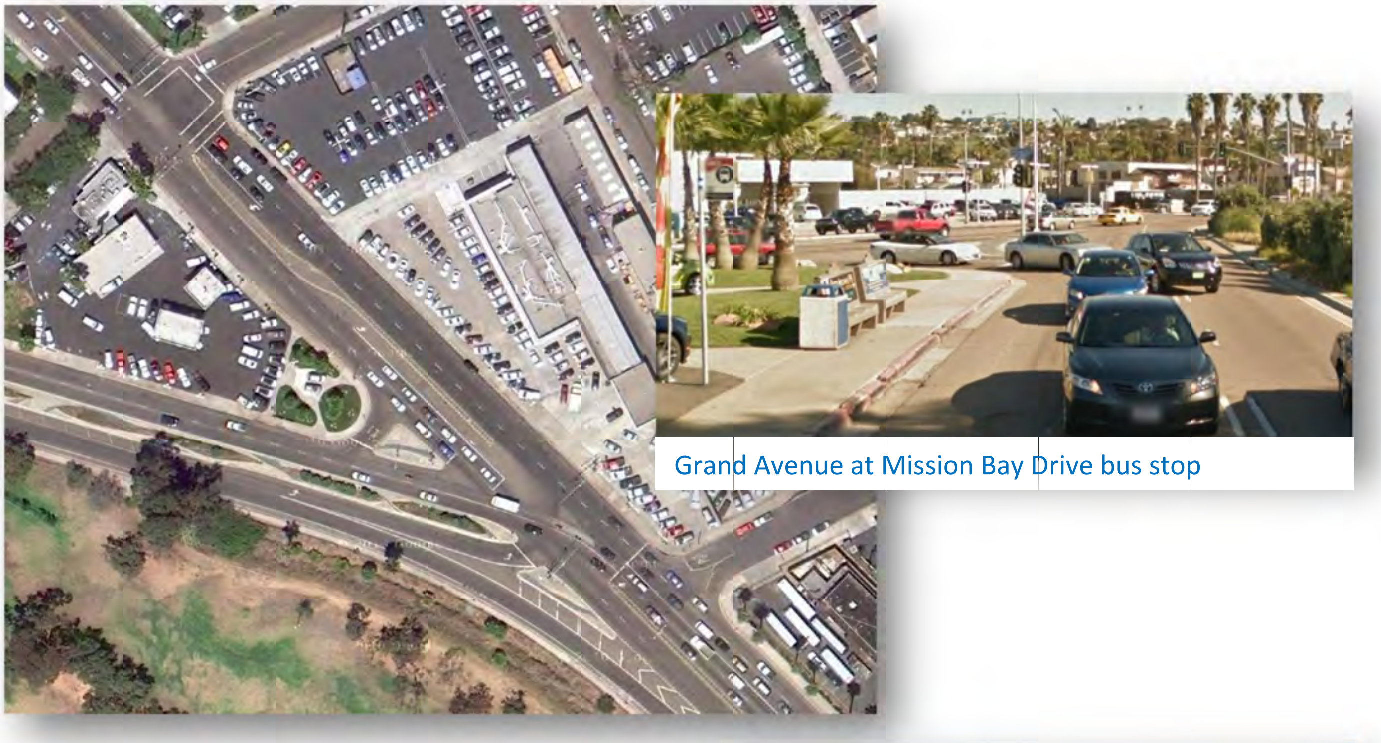
(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-10:

Mission Bay Drive and Grand Avenue Intersection Improvements

Purpose & Need:

Mission Bay Drive and Grand Avenue come together near Glendora Street in the eastern portion of Pacific Beach. There is a bus stop located on Grand Avenue at the northwest corner of this intersection that is very difficult to access from the east side of Mission Bay Drive or the south side of Grand Avenue. There are currently no pedestrian crossings at any point at this busy signalized intersection. This project will improve access to and from the bus stop and improve safety around this heavily traveled intersection. The table below provides potential improvements that should be considered.



Grand Avenue at Mission Bay Drive bus stop

Southbound Mission Bay Drive at Grand Avenue

Northbound Mission Bay Drive at Grand Avenue

Recommended Improvements:

Evaluate feasibility of installing a signalized pedestrian phase on the north leg of the intersection crossing Mission Bay Drive.

Table PB-10: Mission Bay Drive and Grand Avenue Intersection Improvements

Location	Description	Goal (1)	Objective	Est. Cost
North side of Grand Avenue at Mission Bay Drive	1) Install enhanced marked crosswalk with ADA compliant curb ramps and appropriate signage and lighting.	A, S	Provide access to and from the Grand Avenue bus stop to the west side of Mission Bay Drive and increase visibility of pedestrians.	$15,000
Mission Bay Drive at Grand Avenue	2) Extend pork chop island to accommodate proposed crosswalk	S	Improve visibility of pedestrians	$7,500
	3) Install marked crosswalk with ADA compliant curb ramps from the west side of Mission Bay Drive to the east side on the north side of the intersection. Add a pedestrian phase pedestrian heads, accessible and ADA compliant push buttons and 1-A poles to the existing signal.	C, A	Provide connected pedestrian path of travel and accommodate pedestrians at the intersection	$7,500
	4) Restripe south approach of intersection to align limit line with crosswalk	S	Improve visibility at intersection	$250
TOTAL ESTIMATED COST				**$30,250**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-11:

Boardwalk Improvements Feasibility Assessment

Purpose & Need:

The Ocean Front Walk in Pacific Beach is a popular recreational corridor for both pedestrians and casual bicyclists. Access along the boardwalk is limited and needs repair. There has been an increase in volume over the years, and increased capacity is needed. While the City has prepared plans to improve the boardwalk, the community of Pacific Beach has also developed plans for improvements. This project would evaluate the feasibility of these planned improvements.

Grand Avenue at the Boardwalk

Boardwalk at Pacific Beach Drive

Thomas Avenue at Boardwalk

Recommended Improvements:

Evaluate feasibility and cost of community and City projects.

Table PB-11: Boardwalk Improvements Feasibility Assessment

Location	Description	Goal (1)	Objective	Est. Cost
Boardwalk (Pacific Beach Drive to Law Street)	Evaluate feasibility and cost of widening the boardwalk to improve access for pedestrians and bicyclists	W, C	Improve walking/biking environment along the beach and increase capacity for pedestrians and bicycle activity	$350,000
TOTAL ESTIMATED COST				**$350,000**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-12:

Mid-coast Trolley Accessibility Study

Purpose & Need:

SANDAG has identified a new trolley line that connects downtown to UTC. Along this route will be several new trolley stations including a station at Balboa Avenue, which is intended to serve the Pacific Beach and surrounding communities. SANDAG anticipates construction on this line to begin in 2015 with service beginning in 2018. The project was in the Preliminary Engineering and Environmental review phase when the Pedestrian Master Plan was prepared. SANDAG is designing station improvements, but connections from the station to the community are not proposed in their plan. This study would identify connections from the community to the Pacific Beach new station.

Recommended Improvements:

Coordinate with SANDAG on station design and prepare a connectivity study to improve pedestrian and bicycle linkage from Pacific Beach to the new station.

Table PB-12: Mid-coast Trolley Accessibility Study

Location	Description	Goal (1)	Objective
Mid-coast Trolley Station Connectivity Assessment	Evaluate pedestrian and bicycle connectivity from new trolley station, under I-5 and into the Pacific Beach community	A, W, C, S	Provide a clear path of travel and accessible routes to encourage transit ridership
	Planning efforts should be coordinated with SANDAG as station design and connection are refined as part of the mid-coast trolley final design effort		

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

San Ysidro Pedestrian Plan

Pedestrian Master Plan – Phase 4

San Ysidro Community Description

The San Ysidro Community is located in the southernmost part of the City of San Diego, adjacent to the international border with Mexico; pedestrians crossing the San Ysidro border make up part of the traffic at the busiest international border in the world. San Ysidro is bounded by the Otay Mesa-Nestor Community and State Highway 905 in the north, by the Tijuana River Valley in the west, by the Otay Mesa Community in the east, and by the international border in the south.

The San Ysidro Community has a patchwork of residential developments of varying ages and densities that are served by their own internal streets. The community is physically divided by the trolley line and Interstates 5 and 805. Access to freeways is provided by several major streets. Pedestrian bridges are provided across the I-5 and I-805.

Commercial activity occurs along the historic San Ysidro Boulevard which is the primary thoroughfare and has a mix of auto-oriented and pedestrian-oriented commercial and residential development. The Las Americas Center is an auto-oriented regional shopping center on Camino de la Plaza in the southernmost portion of the community.

Community Outreach

The project was presented to the San Ysidro Community Planning Group in November 2012. At that time, the Focus Area was presented and community members were encouraged to complete Walk Audits and the Online Survey. No surveys were completed online for the San Ysidro community.

Since San Ysidro was going through the Community Plan Update process that began before this project, significant community input related to pedestrian issues had already been collected. This input was utilized for the Pedestrian Master Plan process as well.

San Ysidro residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. In addition, the Pedestrian Master Plan project was presented at the Community Plan Update Meeting in January 2013. A comprehensive Powerpoint presentation was given at this community wide event.

Inventory of Missing Sidewalks and Curb Ramps

The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG and the

City for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions, pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in **Exhibit SY-1**.

A detailed list of community concerns was provided by the planning group. The list identified the top priorities in the community pertaining to pedestrian access, connectivity, and safety.

Route Types

All roadways within the San Ysidro Community were defined based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in the San Ysidro Area: District, Corridor, Connector and Neighborhood. **Exhibit SY-2** illustrates the Route Type Classifications defined within the San Ysidro Community.

District: A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

Connector: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Neighborhood: A neighborhood sidewalk is limited to areas of lower density and single use residential areas.

Focus Areas

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within the San Ysidro Community. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the San Ysidro Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas were refined as a result of the existing conditions needs assessment and input from the community. **Exhibit SY-3** illustrates the San Ysidro Focus Area routes.

Improvement Areas

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the San Ysidro Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another.

Corridor improvements focus on improvements either along a roadway or through a series of intersections.

The Pedestrian Master Plan improvement concepts address deficiencies and provide recommendations based largely on existing conditions. It should be noted that San Ysidro community is undergoing a Community Plan Update (CPU) process that is developing a long term vision of the community. The Pedestrian Master Plan contains recommendations that could be implemented in a shorter time frame than many potentially larger-scale projects being considered for the long term as part of the CPU.

For the San Ysidro Community, ten Improvement Areas were defined, which are illustrated in **Exhibit SY-4** and summarized in the table on the following page. Following the exhibits and table, recommendations for each Improvement Area are described in detail.

Priority Score

The Improvement Areas and recommended projects within each improvement area were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.

Improvement Area Recommendations

Improvement Area	Recommendations	Priority Score
SY-1 Via De San Ysidro / I-5 Northbound Ramp Intersection Improvements	Improve pedestrian safety at freeway ramps By installing a traffic signal (funded by private development)	**22.5**
SY-2 Calle Primera Walkability Improvements	Implement new sidewalk along north side of Calle Primera to improve access to transit and access to the existing pedestrian bridge.	**17**
SY-3 Beyer Boulevard Corridor Enhancements (Dairy Mart Road to Smythe Avenue)	Evaluate the feasibility of reducing Beyer Boulevard from 4 to 2 lanes with a two-way left turn lane and integrate pedestrian and bicycle enhancements.	**16**
SY-4 Beyer Boulevard Walkability Improvements (North Lane to Old Otay Mesa Road)	Install missing sidewalks and street lights to improve safety and walkability.	**15**
SY-5 Smythe Avenue Connectivity Improvements	Improve connectivity in the San Ysidro community by removing sidewalk obstructions and increasing capacity along Smythe Avenue. Provide an improved connection from San Ysidro Boulevard to the trolley tracks and improve pedestrian safety and visibility.	**21**
SY-6 Seaward Avenue and R/R Tracks Sidewalk Project	Improve pedestrian safety along rail ROW by installing pedestrian scale lighting and completing sidewalks to improve connectivity.	**15**
SY-7 Sunset Lane Safety Improvements	Improve pedestrian safety by reducing traffic speeds and improving visibility of pedestrians.	**15**
SY-8 East and West Park Avenue Improvements	Improve pedestrian circulation around the Recreation Center with wider sidewalks and traffic calming.	**16**
SY-9 E. Beyer Boulevard Walkability Improvements	Improve visibility of pedestrians and school children through lighting, signage, and traffic calming.	**15**

Improvement Area	Recommendations	Priority Score
SY-10 Old Otay Mesa Road Connectivity Improvements	Improve walkability, safety, and connectivity from San Ysidro Community to local high school.	**7**
SY-11 Future Multiuse Connection to Bayshore Bikeway	Improve connectivity between facilities by providing a multiuse trail from the San Ysidro community to the Bayshore Bikeway	**Pending findings of feasibility study**
SY-12 Border Crossing Mobility Study	Numerous pedestrian connections are recommended in the Mobility Study. Future projects within the study area should implement identified recommended improvements and provide improved accessibility near the border.	**Refer to recommendations of Mobility Study**

Exhibit SY-1: Missing Sidewalk and Curb Ramps

San Diego Pedestrian Master Plan Phase 4: **San Ysidro**

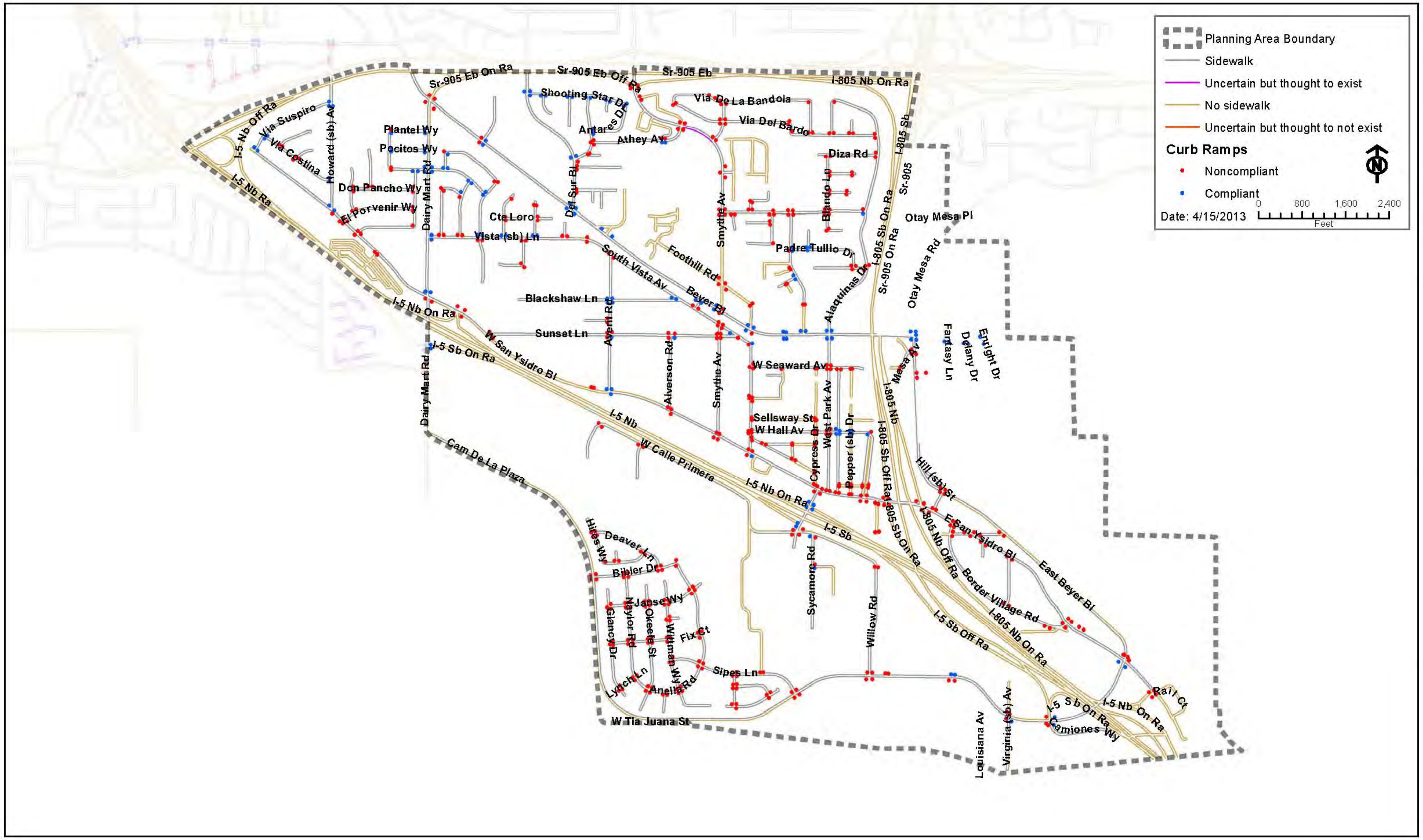


Exhibit SY-2: Route Type Classifications

San Diego Pedestrian Master Plan Phase 4: San Ysidro

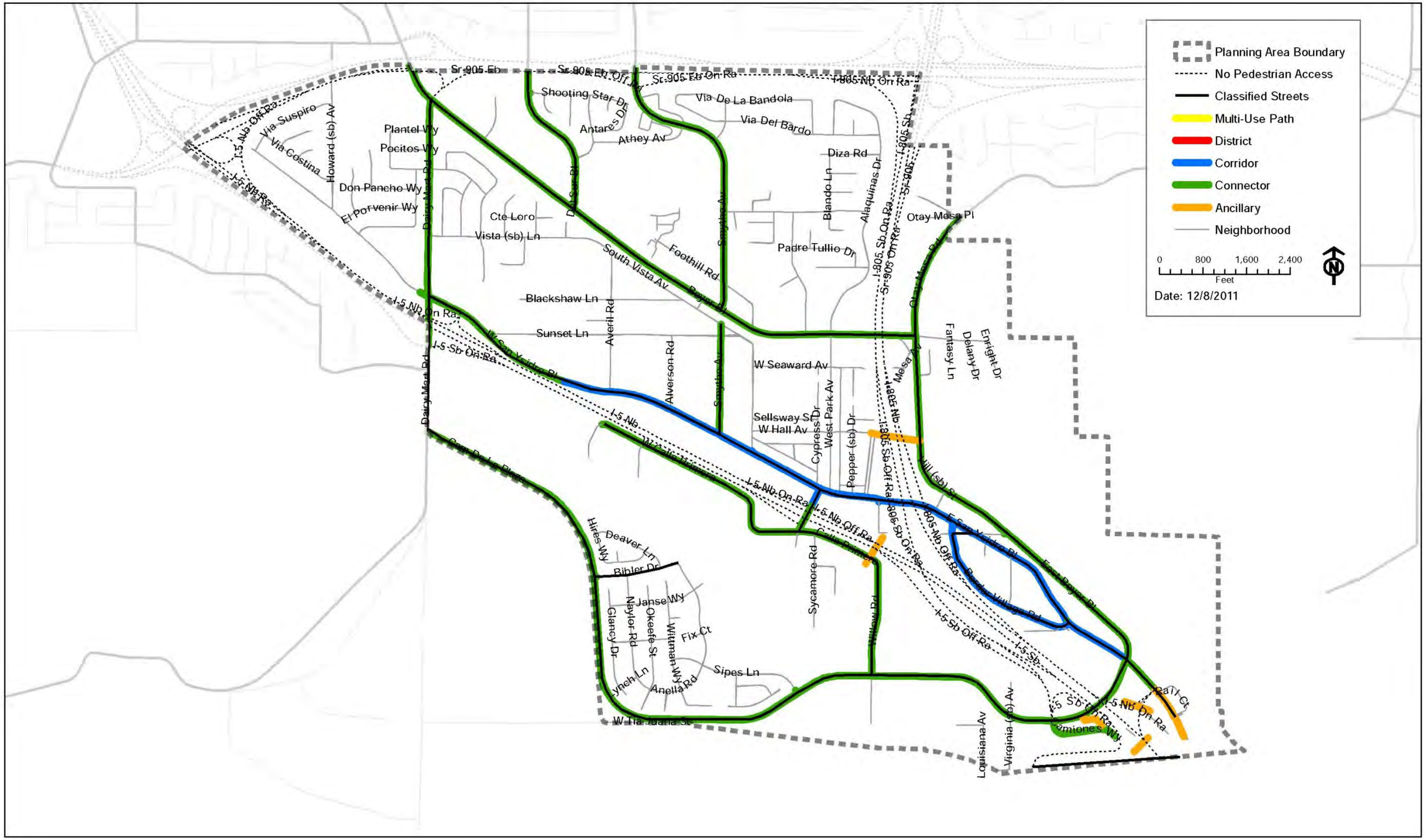


Exhibit SY-3: Focus Area

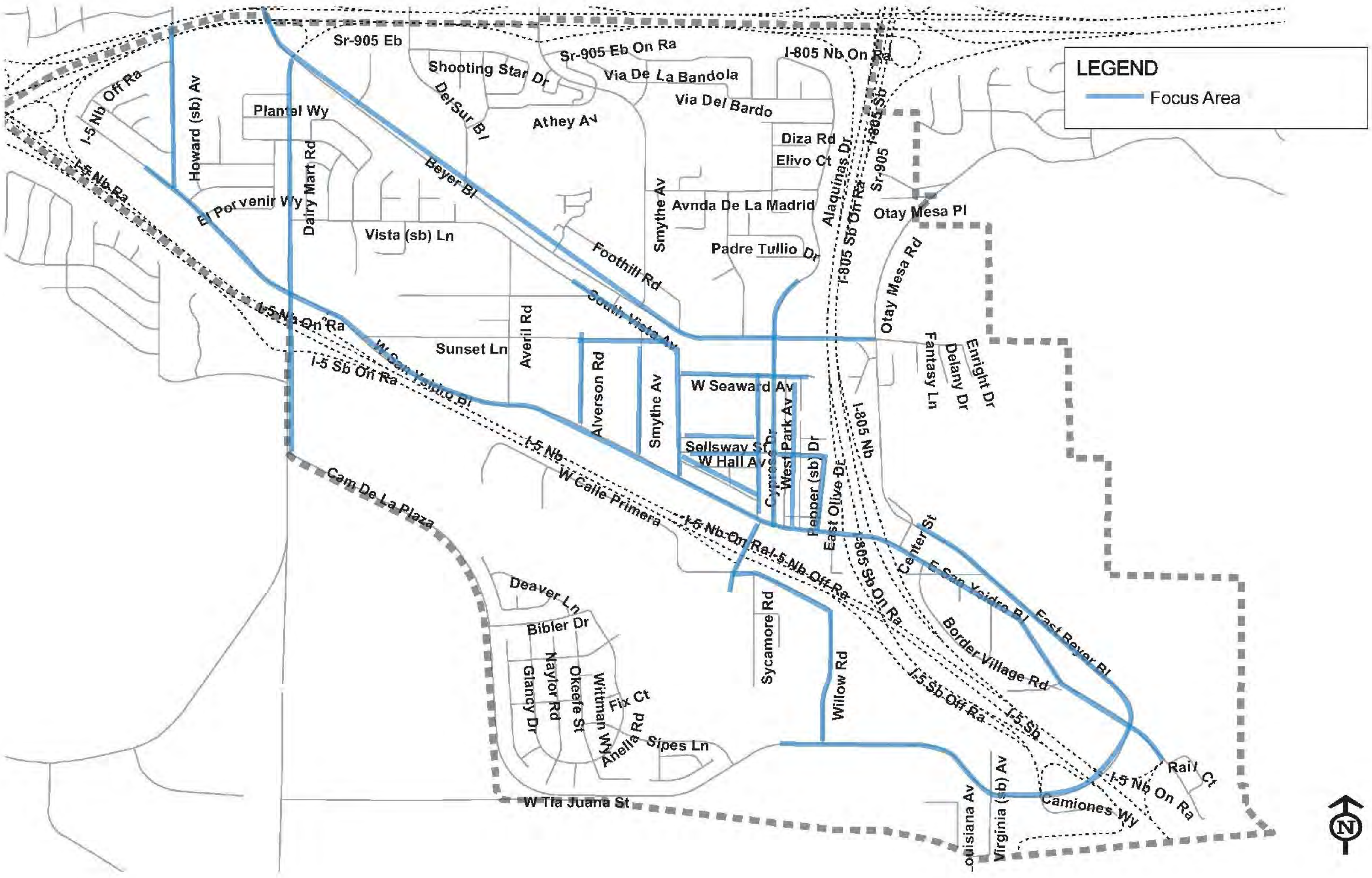
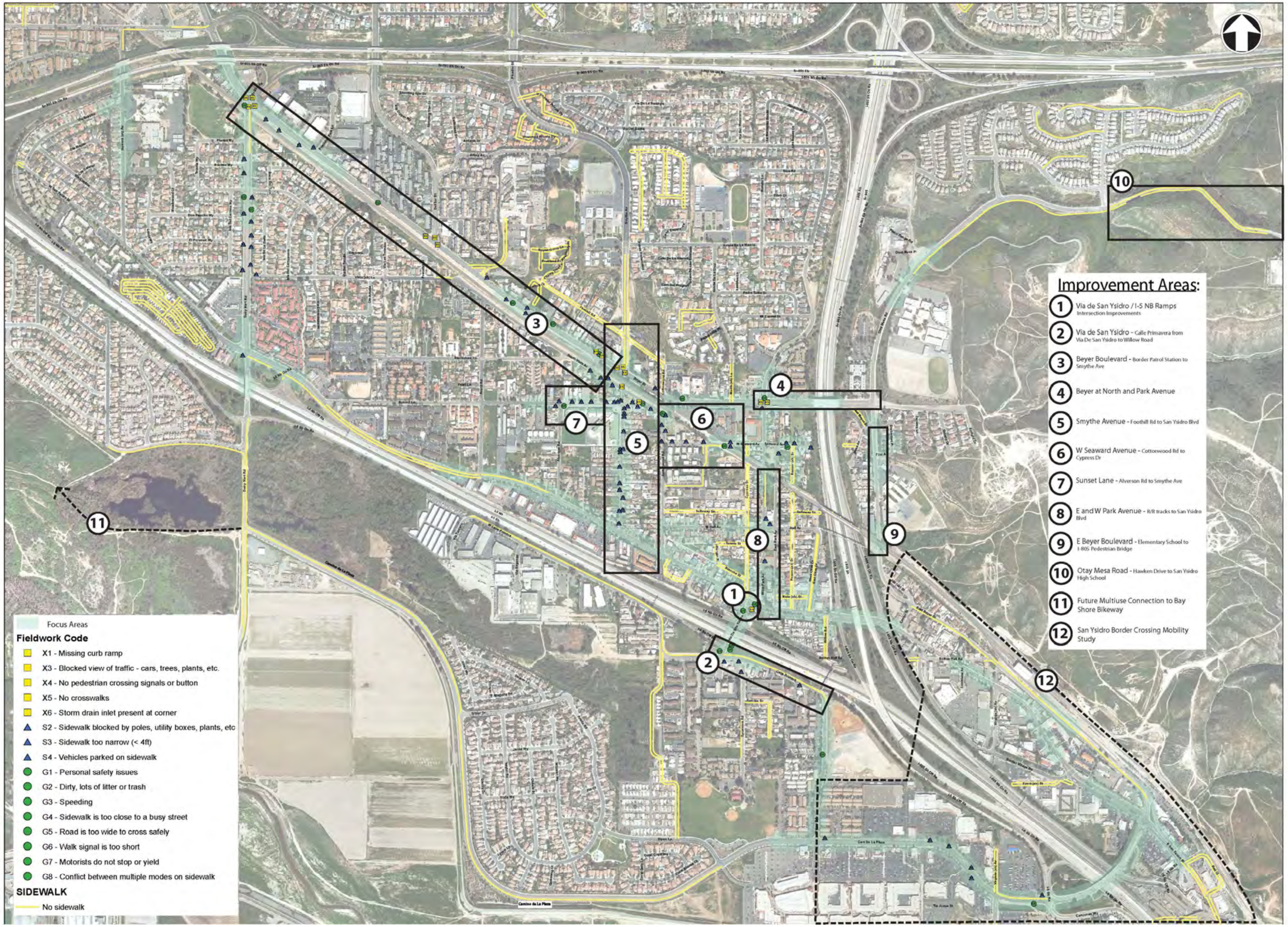


Exhibit SY-4: Improvement Areas


Improvement Areas:
1 Via de San Ysidro / I-5 NB Ramps Intersection Improvements
2 Via de San Ysidro - Calle Primavera from Via De San Ysidro to Willow Road
3 Beyer Boulevard - Border Patrol Station to Smythe Ave
4 Beyer at North and Park Avenue
5 Smythe Avenue - Foothill Rd to San Ysidro Blvd
6 W Seaward Avenue - Cottonwood Rd to Cypress Dr
7 Sunset Lane - Alverson Rd to Smythe Ave
8 E and W Park Avenue - R/R tracks to San Ysidro Blvd
9 E Beyer Boulevard - Elementary School to I-805 Pedestrian Bridge
10 Otay Mesa Road - Hawken Drive to San Ysidro High School
11 Future Multiuse Connection to Bay Shore Bikeway
12 San Ysidro Border Crossing Mobility Study
Focus Areas
Fieldwork Code
X1 - Missing curb ramp
X3 - Blocked view of traffic - cars, trees, plants, etc.
X4 - No pedestrian crossing signals or button
X5 - No crosswalks
X6 - Storm drain inlet present at corner
S2 - Sidewalk blocked by poles, utility boxes, plants, etc
S3 - Sidewalk too narrow (< 4ft)
S4 - Vehicles parked on sidewalk
G1 - Personal safety issues
G2 - Dirty, lots of litter or trash
G3 - Speeding
G4 - Sidewalk is too close to a busy street
G5 - Road is too wide to cross safely
G6 - Walk signal is too short
G7 - Motorists do not stop or yield
G8 - Conflict between multiple modes on sidewalk
SIDEWALK
No sidewalk

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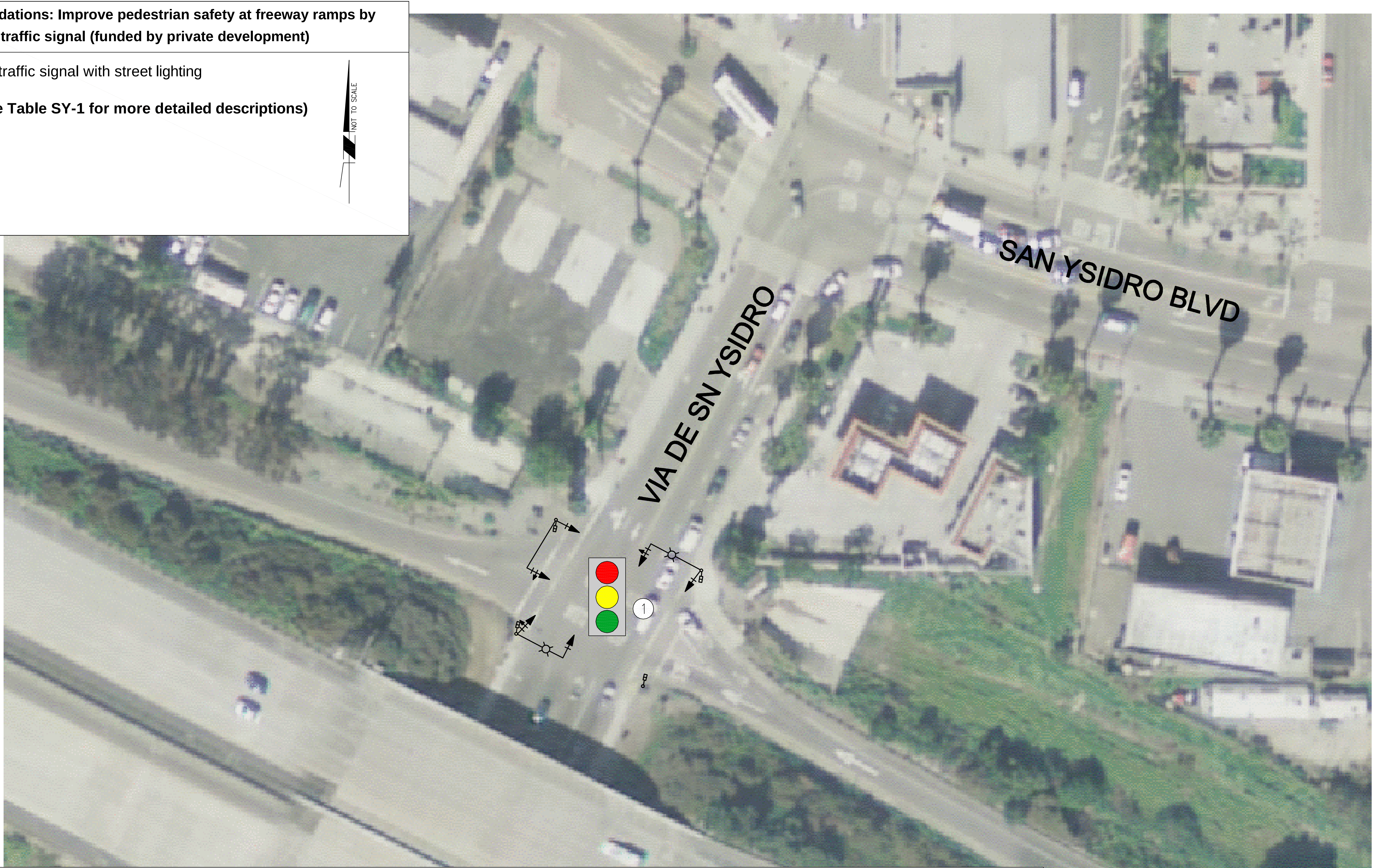
Recommendations: Improve pedestrian safety at freeway ramps by installing a traffic signal (funded by private development)

① Install traffic signal with street lighting

(See Table SY-1 for more detailed descriptions)

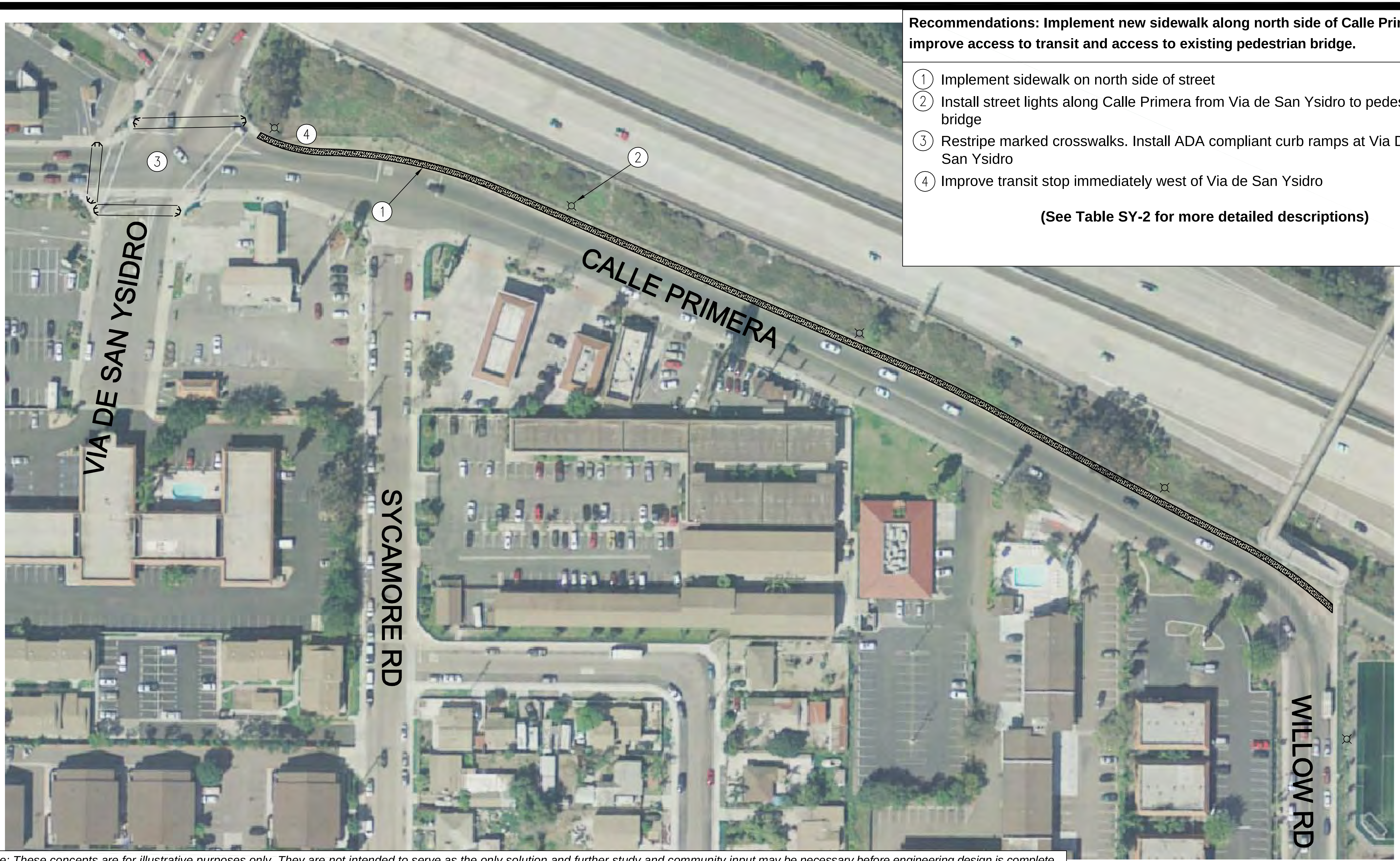


Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA SY-1

Via De San Ysidro / I-5 Northbound Ramp Intersection Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Implement new sidewalk along north side of Calle Primera to improve access to transit and access to existing pedestrian bridge.

1. Implement sidewalk on north side of street
2. Install street lights along Calle Primera from Via de San Ysidro to pedestrian bridge
3. Restripe marked crosswalks. Install ADA compliant curb ramps at Via De San Ysidro
4. Improve transit stop immediately west of Via de San Ysidro

(See Table SY-2 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA SY-2

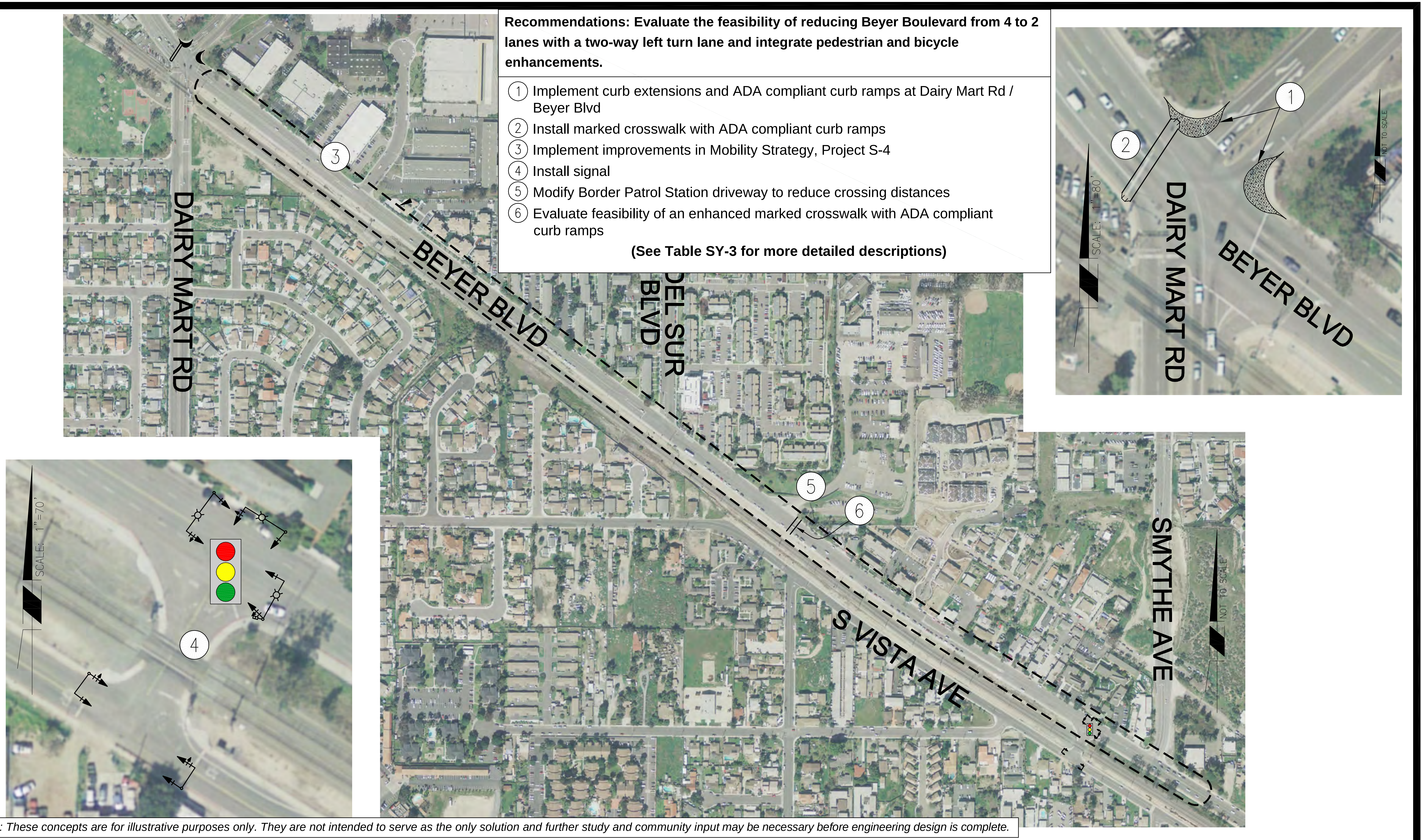
Calle Primera Walkability Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Evaluate the feasibility of reducing Beyer Boulevard from 4 to 2 lanes with a two-way left turn lane and integrate pedestrian and bicycle enhancements.

① Implement curb extensions and ADA compliant curb ramps at Dairy Mart Rd / Beyer Blvd
② Install marked crosswalk with ADA compliant curb ramps
③ Implement improvements in Mobility Strategy, Project S-4
④ Install signal
⑤ Modify Border Patrol Station driveway to reduce crossing distances
⑥ Evaluate feasibility of an enhanced marked crosswalk with ADA compliant curb ramps

(See Table SY-3 for more detailed descriptions)



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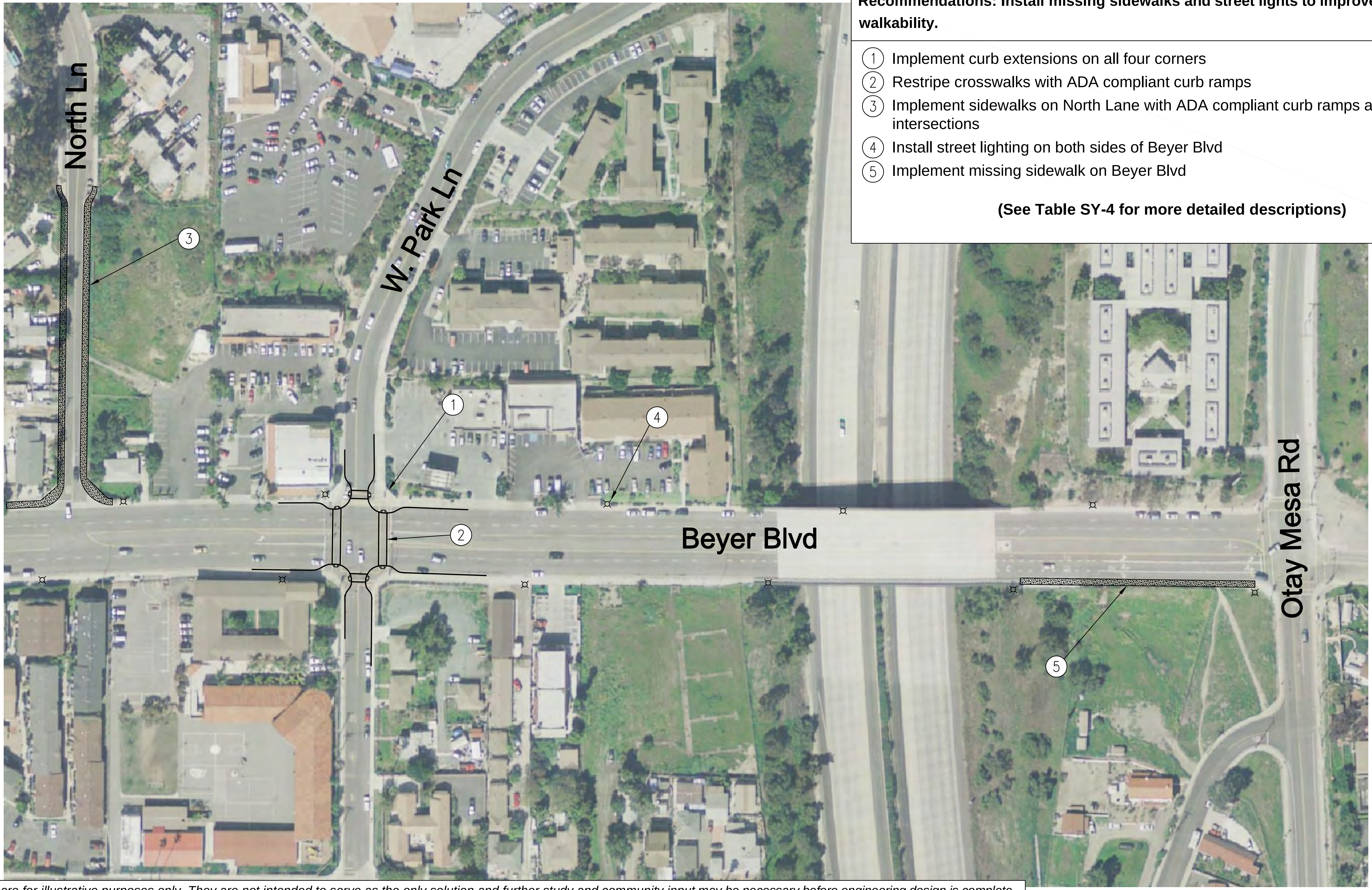
IMPROVEMENT AREA SY-3

Beyer Boulevard Corridor Enhancements

Pedestrian Master Plan - Phase 4



Recommendations: Install missing sidewalks and street lights to improve walkability.

① Implement curb extensions on all four corners
② Restripe crosswalks with ADA compliant curb ramps
③ Implement sidewalks on North Lane with ADA compliant curb ramps at intersections
④ Install street lighting on both sides of Beyer Blvd
⑤ Implement missing sidewalk on Beyer Blvd

(See Table SY-4 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA SY-4
Beyer Boulevard Walkability Improvements
Pedestrian Master Plan - Phase 4

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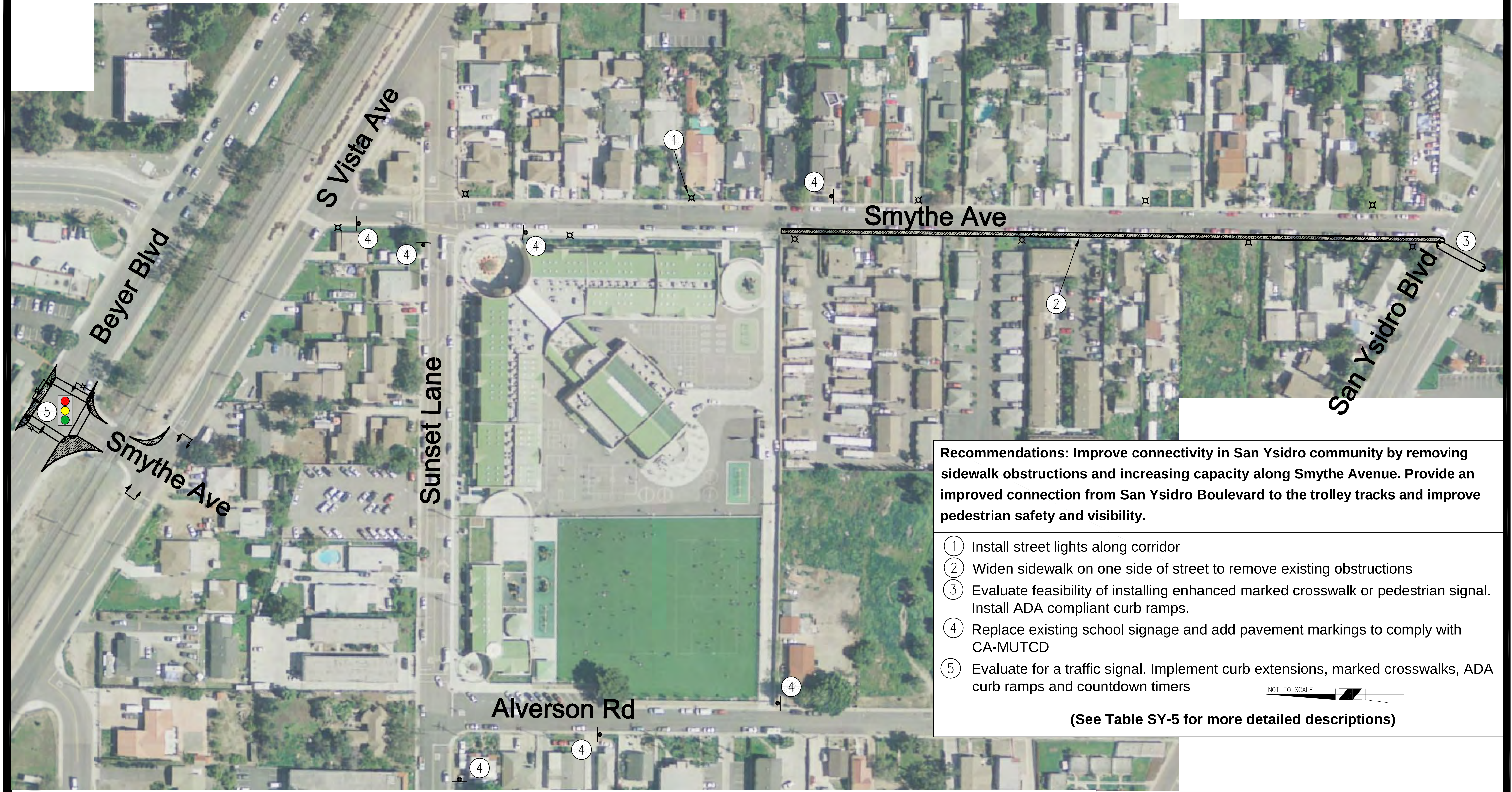


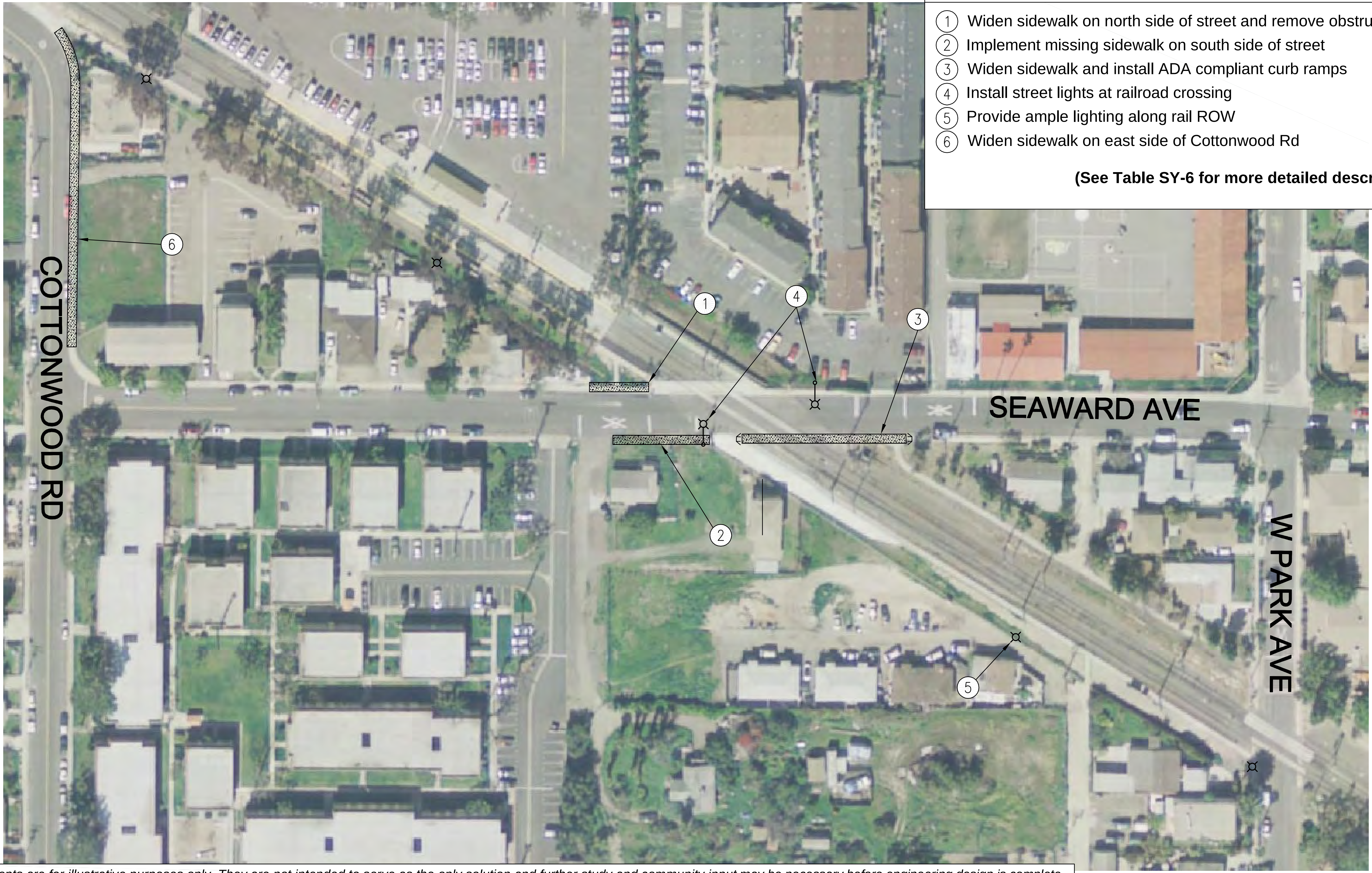
Recommendations: Improve connectivity in San Ysidro community by removing sidewalk obstructions and increasing capacity along Smythe Avenue. Provide an improved connection from San Ysidro Boulevard to the trolley tracks and improve pedestrian safety and visibility.

① Install street lights along corridor
② Widen sidewalk on one side of street to remove existing obstructions
③ Evaluate feasibility of installing enhanced marked crosswalk or pedestrian signal. Install ADA compliant curb ramps.
④ Replace existing school signage and add pavement markings to comply with CA-MUTCD
⑤ Evaluate for a traffic signal. Implement curb extensions, marked crosswalks, ADA curb ramps and countdown timers

(See Table SY-5 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA SY-5
Smythe Avenue Connectivity Improvements
Pedestrian Master Plan - Phase 4



Recommendations: Improve pedestrian safety along rail ROW by installing pedestrian scale lighting and completing sidewalks to improve connectivity.

① Widen sidewalk on north side of street and remove obstructions
② Implement missing sidewalk on south side of street
③ Widen sidewalk and install ADA compliant curb ramps
④ Install street lights at railroad crossing
⑤ Provide ample lighting along rail ROW
⑥ Widen sidewalk on east side of Cottonwood Rd

(See Table SY-6 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA SY-6

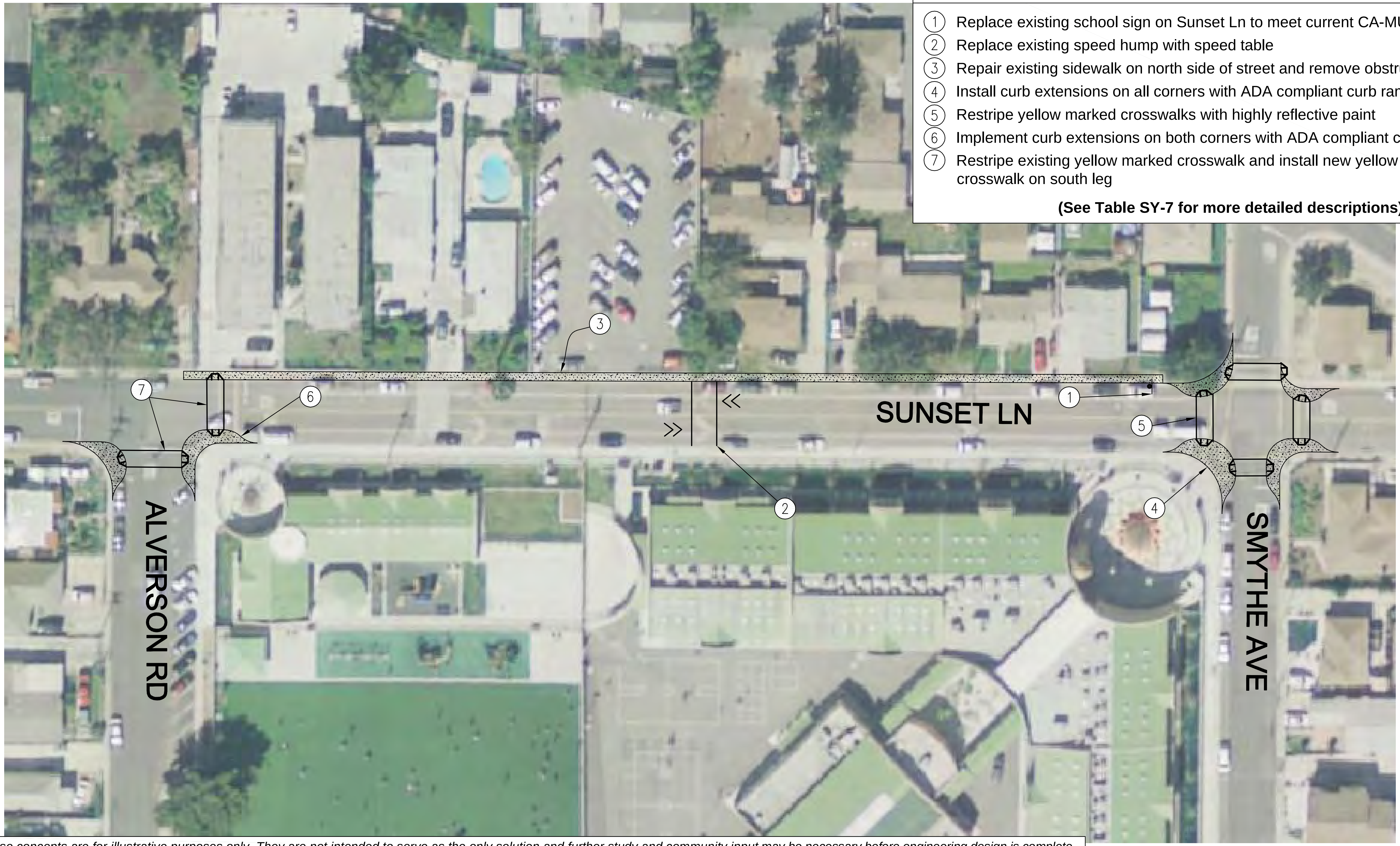
Seaward Avenue and R/R Tracks Sidewalk Project

Pedestrian Master Plan - Phase 4

Recommendations: Improve pedestrian safety by reducing traffic speeds and improving visibility of pedestrians.

- ① Replace existing school sign on Sunset Ln to meet current CA-MUTCD standards
- ② Replace existing speed hump with speed table
- ③ Repair existing sidewalk on north side of street and remove obstructions
- ④ Install curb extensions on all corners with ADA compliant curb ramps
- ⑤ Restripe yellow marked crosswalks with highly reflective paint
- ⑥ Implement curb extensions on both corners with ADA compliant curb ramps
- ⑦ Restripe existing yellow marked crosswalk and install new yellow marked crosswalk on south leg

(See Table SY-7 for more detailed descriptions)



Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA SY-7

Sunset Lane Safety Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Improve pedestrian circulation around the Recreation Center with wider sidewalks and traffic calming.

① Widen sidewalk (min 5') along basketball and tennis courts
② Implement curb extensions with ADA compliant curb ramps
③ Install marked crosswalks on stop-controlled legs of E and W Park Ave with ADA compliant curb ramps
④ Stripe diagonal parking
⑤ Implement ADA accessible path through park
⑥ Implement new sidewalk

(See Table SY-8 for more detailed descriptions)

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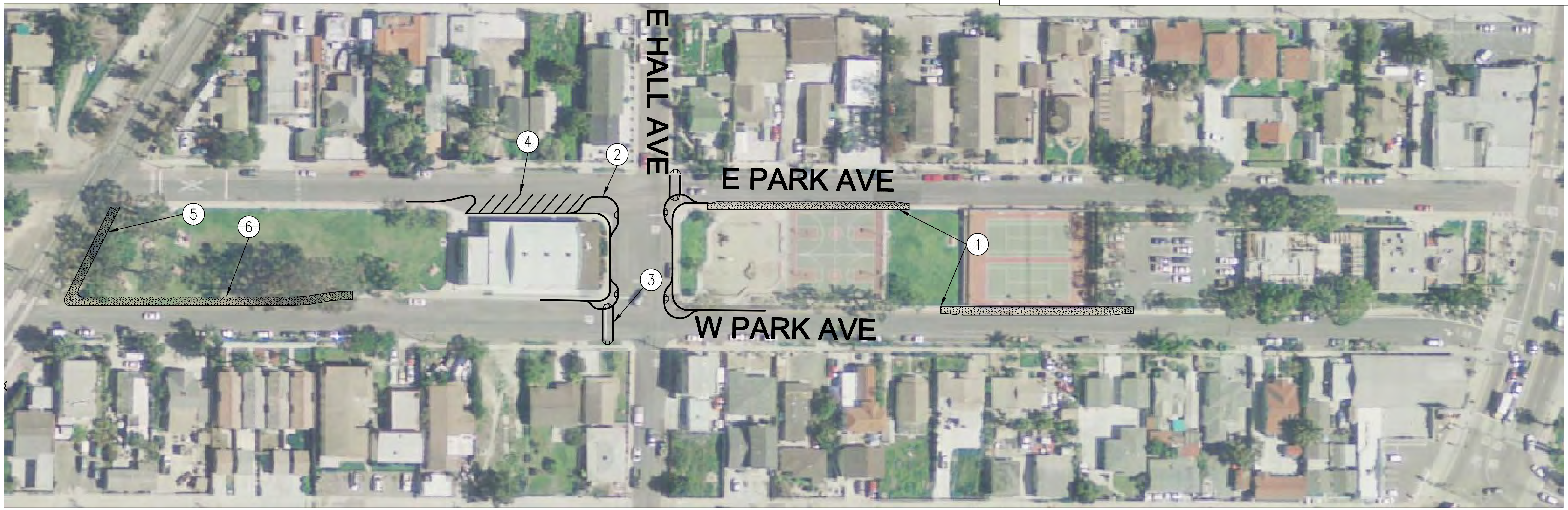
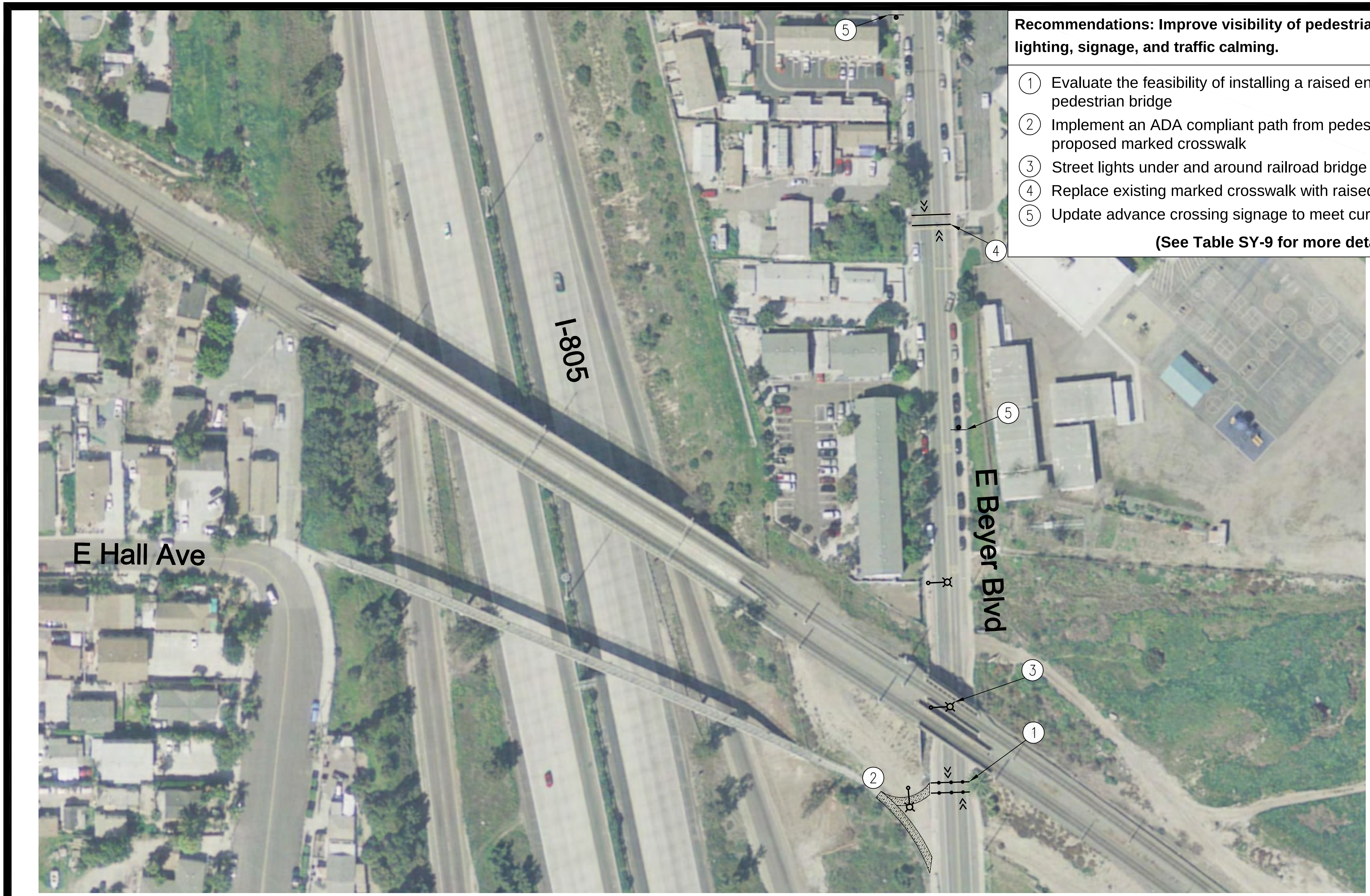


Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA SY-8

East and West Park Avenue Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Improve visibility of pedestrians and school children though lighting, signage, and traffic calming.

1. Evaluate the feasibility of installing a raised enhanced crosswalk at pedestrian bridge
2. Implement an ADA compliant path from pedestrian bridge to sidewalk and proposed marked crosswalk
3. Street lights under and around railroad bridge
4. Replace existing marked crosswalk with raised enhanced crosswalk
5. Update advance crossing signage to meet current CA MUTCD standards

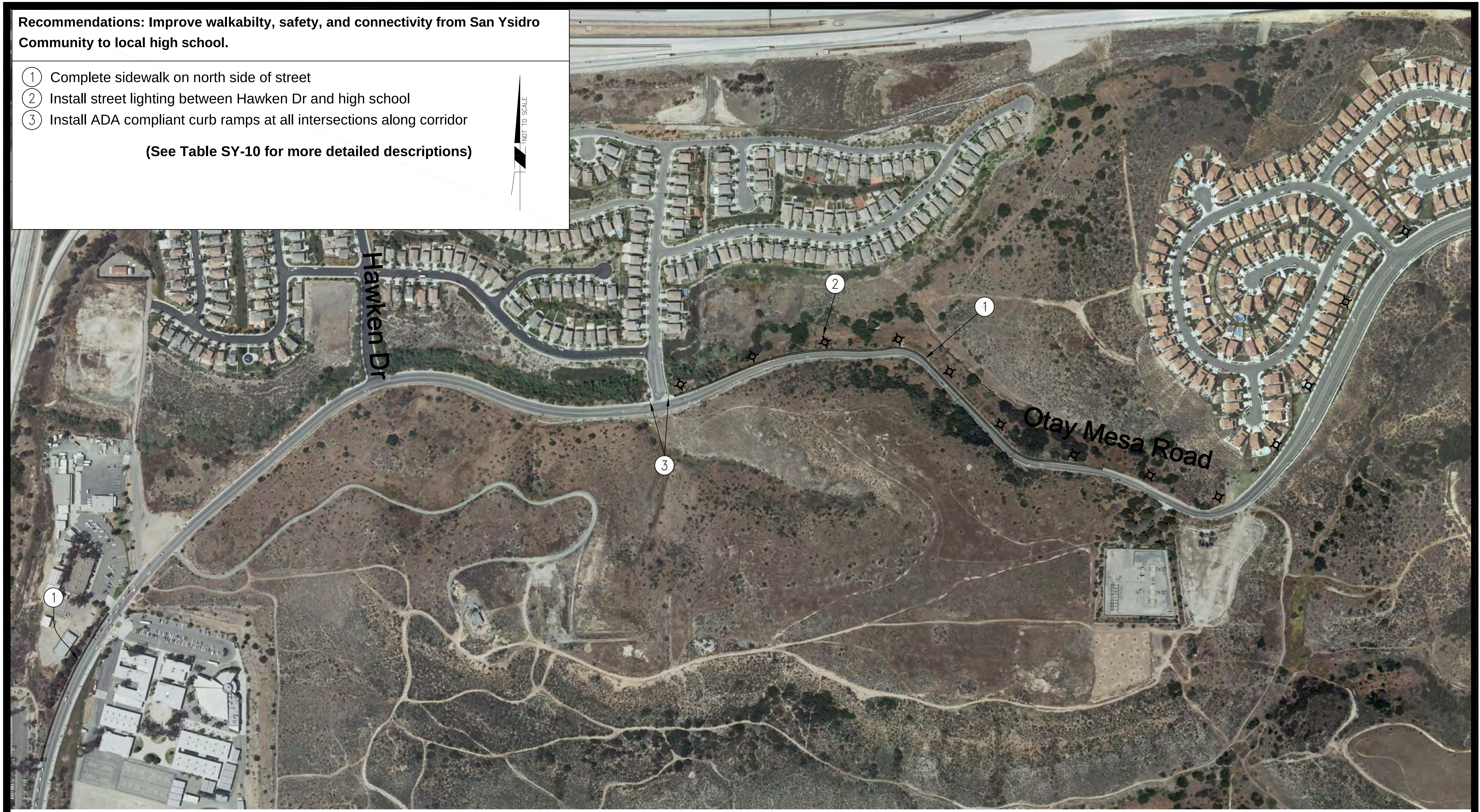
(See Table SY-9 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA SY-9

E. Beyer Boulevard Walkability Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Improve walkabilty, safety, and connectivity from San Ysidro Community to local high school.

① Complete sidewalk on north side of street
② Install street lighting between Hawken Dr and high school
③ Install ADA compliant curb ramps at all intersections along corridor

(See Table SY-10 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA SY-10

Old Otay Mesa Road Connectivity Improvements

Pedestrian Master Plan - Phase 4

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Improvement Area SY-1:

Via De San Ysidro / I-5 Northbound Ramp Intersection Improvements

Purpose & Need:

Turning vehicles at the I-5 Northbound Ramps located at Via De San Ysidro pose a safety risk for pedestrians crossing at that intersection. As a result of vehicles not yielding to pedestrians, there have been several pedestrian-related accidents at this location. In order to improve pedestrian safety at the freeway ramps, a traffic signal at the I-5 Northbound on/off ramp is recommended.

I-5 Northbound Off-Ramp

Via de San Ysidro / I-5 Northbound

I-5 Northbound On-Ramp

Recommended Improvements:

Improve pedestrian safety at freeway ramps by installing a traffic signal.

Table SY-1: Via De San Ysidro / I-5 Northbound Ramp Intersection Improvements

Location	Description	Goal (1)	Objective	Est. Cost
Via De San Ysidro / I-5 on ramp	1) Install traffic signal (funded by private development)	S	Improve pedestrian safety	$250,000
TOTAL ESTIMATED COST with/ street lighting				**$250,000**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area SY-2:

Calle Primera Walkability Improvements

Purpose & Need:

Calle Primera is used as an access route between the MTS transit stop and the existing pedestrian bridge located south of Via de San Ysidro. However, there are missing sidewalks on the north side of the street and insufficient street lights along the corridor and near the pedestrian bridge. In order to improve walkability, new sidewalks, ADA compliant curb ramps, as well as improved street lighting are recommended.

Missing sidewalk along Calle Primera

Insufficient lighting near pedestrian bridge

Recommended Improvements:

Implement new sidewalk along north side of Calle Primera to improve access to transit and access to existing pedestrian bridge.

Table SY-2: Calle Primera Walkability Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Calle Primera (Via de San Ysidro to pedestrian bridge)	1) Implement sidewalk on north side of street	W,C	Improve connectivity from Via de San Ysidro to bridge overcrossing	$144,000
	2) Install street lights along Calle Primera from Via de San Ysidro to pedestrian bridge	S,W	Improve pedestrian safety and visibility	$30,000
Via de San Ysidro / Calle Primera	3) Restripe marked crosswalks on north, south, and west legs to straighten paths. Install ADA compliant curb ramps to align with crosswalks.	A	Decrease crossing distances for pedestrians	$20,250
	4) Improve transit stop immediately west of Via de San Ysidro	C	Improve passenger waiting area and provide seating, shelter, etc to encourage transit usage.	$15,000
TOTAL ESTIMATED COST				**$209,250**

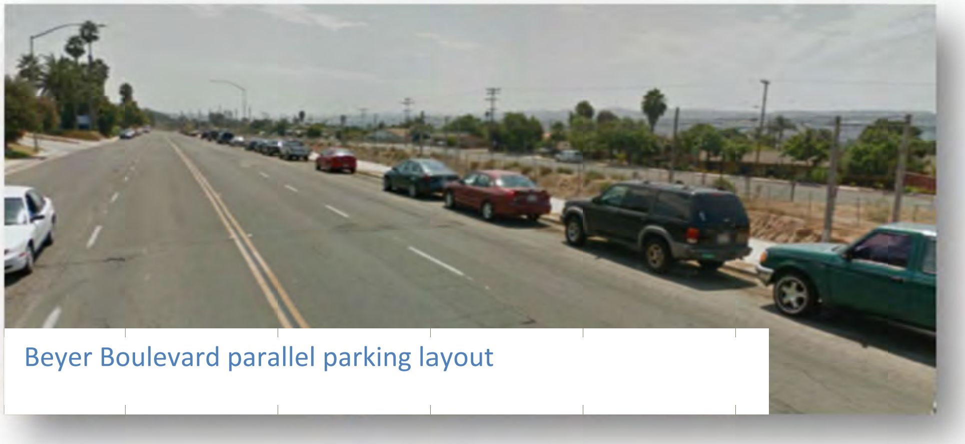
[1] A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area SY-3:

Beyer Boulevard Corridor Enhancements (Dairy Mart Road to Smythe Avenue)

Purpose & Need:

The current configuration of Beyer Boulevard is two through lanes in each direction with parallel parking on the both sides of the street. Since the rail road tracks run along the south side of the corridor, there are no fronting land uses along that side. Vehicles parked on both sides of the street and pedestrians cross mid-block from their cars to access land uses on the north side. There are currently no marked crosswalks along the corridor. Currently there is a railroad crossing at Smythe Avenue that is a stop-controlled intersection. This is a key pedestrian link in the San Ysidro community, as it is the only trolley track crossing along the corridor. Pedestrian safety is a concern at this location.



Beyer Boulevard parallel parking layout

Railroad Crossing at Smythe

Recommended Improvements:

Evaluate the feasibility of reducing Beyer Boulevard from 4 to 2 lanes with a two-way left turn lane and integrate pedestrian and bicycle enhancements.

Table SY-3: Beyer Boulevard Corridor Enhancements (Dairy Mart Road to Smythe Avenue)

Location	Description	Goal (1)	Objective	Est. Cost
Dairy Mart Road / SR-905 and Beyer Boulevard	1) Implement curb extensions & ADA compliant curb ramps at the north and east corners of the intersection	A, S	Reduce pedestrian crossing distance and improve safety	$36,000
	2) Install marked crosswalk on northwest leg with ADA compliant curb ramps	A	Provide clear access across Beyer Blvd	$6,750
Beyer Boulevard from Dairy Mart Road to Smythe Avenue	3) Implement San Ysidro Mobility Strategy, Project S-4. This includes restriping to one lane in each direction with a two-way left turn lane, providing diagonal parking on the north side of the road and new sidewalks, trees, etc. along south side	W, A	Improve access from to and from land uses on the north side and eliminating mid-block crossings from the south side to the north. Improving walkability along RR tracks with the "Green Spine".	$105,600
Smythe Avenue R/R crossing	4) Install traffic signal	S	Provide phase for pedestrians and improve safety	$250,000
Border Patrol Station	5) Modify driveway to narrow crossing distance	W, A	Reduce pedestrian crossing distance and remove obstructions	$5,400
	6) Evaluate feasibility of an enhanced marked midblock crosswalk just east of Border Patrol driveway with ADA compliant curb ramps	C	Provide connection between north and south side of Beyer Boulevard	$2,500
TOTAL ESTIMATED COST				**$406,250**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area SY-4:

Beyer Boulevard Walkability Improvements (North Lane to Old Otay Mesa Road)

Purpose & Need:

Beyer Boulevard links churches, schools, and residential homes within the San Ysidro community. Although there are marked crosswalks at the signalized intersection of Beyer Bouleveard / W. Park Avenue, the crossing distances are long and uninviting for pedestrians. North Lane connects a large residential area to Beyer Boulevard. The sidewalk on this corridor ends on Avenida de La Cruz and transitions to a raised asphalt shoulder on North Lane, which is often obstructed by overgrown foliage. There are no street lights along Beyer Boulevard, making this route dark and uninviting for pedestrians. It is also a primary route for High School students heading toward Otay Mesa Road.

Asphalt shoulder along North Lane

Recommended Improvements:

Install missing sidewalks and street lights to improve walkability.

Table SY-4: Beyer Boulevard Walkability Improvements (North Lane to Otay Mesa Road)

Location	Description	Goal (1)	Objective	Est. Cost
Beyer Boulevard and West Park Lane	1) Implement curb extensions at each corner of the intersection	W, S	Reduce pedestrian crossing distance and improve visibility	$60,000
	2) Restripe marked crosswalks and install ADA compliant curb ramps	A, S	Enhance visibility of crosswalks and pedestrian access for all users	$27,000
North Lane	3) Implement sidewalk on both sides of street with ADA compliant curb ramps at intersections	W, A	Improve access for pedestrians	$97,500
Beyer Boulevard	4) Install street lighting on both sides of street	S	Improve visibility of pedestrians	$48,000
	5) Implement missing sidewalk from I-805 crossing to Otay Mesa Road (south side)	A,C	Improve access for pedestrians	$289,500
TOTAL ESTIMATED COST				**$522,000**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area SY-5:

Smythe Avenue Connectivity Improvements

Purpose & Need:

Smythe Avenue connects from the commercial zone on San Ysidro Boulevard in the south area of the community to the residential area located north near the trolley tracks and Beyer Boulevard. Many residential homes as well as Sunset Elementary School have direct access to this corridor. The sidewalks are narrow, often crowded and not well lit, especially near the railroad tracks. Fire hydrants, utility poles, and street signs obstruct the pedestrian path within the existing sidewalks. North of the railroad tracks there are no sidewalks provided on the street network in this improvement area.

Crowded sidewalks in residential area

Recommended Improvements:

Improve connectivity in San Ysidro community by removing sidewalk obstructions and increasing capacity along Smythe Avenue. Provide an improved connection from San Ysidro Boulevard to the trolley tracks and improve pedestrian safety and visibility.

Railroad tracks along Smythe Avenue

Table SY-5: Smythe Avenue Connectivity Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Smythe Avenue (San Ysidro Boulevard to Trolley ROW)	1) Install street lights	S	Improve pedestrian visibility at night	$54,000
	2) Widen sidewalks on one side of street to remove existing obstructions	A, W	Provide ADA compliant route	$270,000
	3) Evaluate the feasibility of installing an enhanced marked crosswalk or a pedestrian signal on the west leg of the intersection at San Ysidro Boulevard. Install ADA compliant curb ramps.	C	Establish preferred pedestrian route	$2,500
Smythe Avenue at Sunset Elementary School	4) Replace existing school zone signage and add pavement markings to meet current CA- MUTCD standards	S	Improve visibility of school zone	$1,400
Smythe Avenue / Beyer Boulevard	5) Evaluate for a traffic signal. Implement curb extensions on all corners with ADA compliant curb ramps, marked crosswalks and countdown timers	A, S, W	Improve safety at intersection, reduce pedestrian crossing distances and provide ADA compliant intersection	$77,000
TOTAL ESTIMATED COST				**$405,950**

[1] A = Access S = Safety C = Connectivity W = Walkability

Improvement Area SY-6:

Seaward Avenue and R/R Tracks Sidewalk Project

Purpose & Need:

Seaward Avenue runs east-west and crosses the railroad tracks near the Beyer Boulevard Trolley Station. It also fronts Our Lady of Mt. Carmel School and connects to many neighboring residential areas. The sidewalks along Cottonwood Road to the west and along Seaward Avenue contain many obstructions that block the pedestrian path of travel including utility poles, fire hydrants, and street signs. The trolley crosses Seaward Avenue east of Cottonwood Road. Safety and pedestrian visibility at the railroad crossing is of particular importance. There is currently no sidewalk on the south side of Seaward Avenue from the Casa de Miranda residential community to the railroad crossing. A trolley stop is located north of Seaward Avenue. Sidewalks run parallel to the rail ROW providing access to the trolley station and continue south of Seaward Avenue to San Ysidro Boulevard. The section of sidewalk along the rail ROW is not lit from Seaward Avenue to East Park Avenue resulting in a very dark corridor in the evenings.

Obstacles along sidewalk on Cottonwood Road

Railroad crossing at Seaward Avenue

Recommended Improvements:

Improve pedestrian safety along rail ROW by installing pedestrian scale lighting and completing sidewalks to improve connectivity. Improvement details are provided in the table below.

Table SY-6: Seaward Avenue and R/R Tracks Sidewalk Project

Location	Description	Goal (1)	Objective	Est. Cost
Seaward Avenue	1) Widen the sidewalk along the north side of the street and remove existing sidewalk obstructions	A, W	Improve pedestrian comfort by eliminating conflict with obstacles	$19,350
Seaward Avenue west of R/R Crossing	2) Implement missing sidewalk on south side of street from rail ROW to existing sidewalk	W, A	Provides continuous path of travel on Seaward Avenue	$38,700
Seaward Avenue at R/R Crossing	3) Widen sidewalk on north and south side of tracks to increase pedestrian storage area	S	Improve safety	$96,750
	4) Install street lights at railroad crossing	S	Improve pedestrian visibility at night	$12,000
Trolley Station and Rail ROW Sidewalk	5) Provide ample lighting along sidewalks from Cottonwood to Otay Mesa Road	S	Improve safety and pedestrian visibility along railroad tracks	$12,000
Cottonwood Road	6) Widen sidewalk north of Seaward Avenue to transit stop to remove sidewalk obstructions	W	Improves pedestrian comfort by eliminating conflict with obstacles	$154,600
TOTAL ESTIMATED COST				**$333,600**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area SY-7:

Sunset Lane Safety Improvements

Purpose & Need:

Sunset Lane fronts Sunset Elementary School and provides a connection from the Smythe Avenue trolley crossing to the surrounding residential areas and churches. Traffic calming devices have been installed (speed humps) to address traffic speed on this corridor. There are few street lights in the area which results in dark sidewalks after sunset. Additional street lighting is needed to improve pedestrian safety. The intersection of Alverson Road and Sunset Lane is located on the western edge of the elementary school. Improvements for pedestrian crossing distance and visibility are recommended. A field review of signs in the area indicate that existing school signs do not meet current CA-MUTCD standards. All signs and pavement markings should be replaced.

Sunset Lane residential area

Sunset Lane / Alverson Road Intersection at Sunset Elementary School

Recommended Improvements:

Improve pedestrian safety by reducing traffic speeds and improving visibility of pedestrians.

Table SY-7: Sunset Lane Safety Improvements

Location	Description	Goal (1)	Objective	Est. Cost
Sunset Lane (Alverson Road to Smythe Avenue)	1) Replace existing school zone sign on Sunset Lane at Smythe Ave and add pavement markings to meet current CA-MUTCD standards	S	Improve visibility and awareness of school zone.	$350
	2) Replace existing speed hump midblock on Sunset with speed table (near teacher parking)	W, S	Reduce speed of vehicles along school frontage	$10,000
	3) Repair existing sidewalk on north side of street and remove obstructions	A,W	Improve pedestrian access and walkability	$111,000
Sunset Lane / Smythe Ave	4) Install curb extensions on all corners with ADA compliant curb ramps	W, S	Reduce turning speed of vehicles and improve pedestrian visibility	$84,000
	5) Restripe existing yellow crosswalks with highly reflective paint	S	Improve visibility of crosswalks	$3,000
Sunset Lane / Alverson Road	6) Implement curb extensions on both corners of T-intersection with ADA compliant curb ramps	W, S	Reduce turning speed of vehicles and improve pedestrian visibility	$39,000
	7) Restripe existing yellow marked crosswalk on east leg and install new yellow marked crosswalk on south leg	C, S	Improve visibility of crosswalks and provide clear path of travel for pedestrians	$1,500
TOTAL ESTIMATED COST				**$248,850**

(1) A = Access S = Safety
C = Connectivity W = Walkability

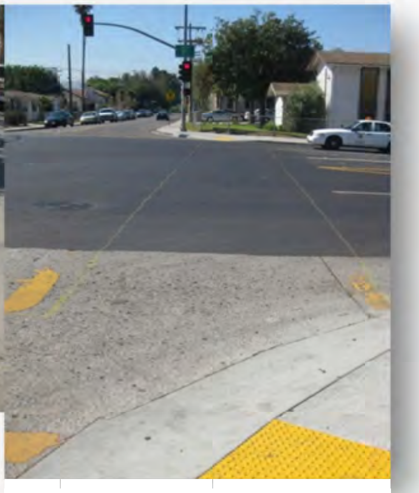
Improvement Area SY-8:

East and West Park Avenue Improvements

Purpose & Need:

East and West Park Avenue is a one-way couplet that runs parallel to a linear park that includes recreational facilities, playgrounds, and athletic courts. Running north-south, the couplet connects San Ysidro Boulevard to Beyer Boulevard and to many neighboring residential areas along the way. The San Ysidro Community Park Recreation Center is a popular place for community events, and attracts pedestrians from around the community. The sidewalks along the park are too narrow along the basketball and tennis courts to meet current ADA standards. There are currently no crosswalks at San Ysidro Boulevard, a busy and difficult street for pedestrians. There is no sidewalk on West Park Avenue south of the tracks and no ADA compliant path between East and West Park Avenue parallel to the tracks.

Limited sidewalk access to San Ysidro Community Park Recreation Center



No crosswalk present at San Ysidro Boulevard

Recommended Improvements:

Improve pedestrian circulation around the Recreation Center with wider sidewalks and traffic calming.

Table SY-8: East and West Park Avenue Improvements

Location	Description	Goal [1]	Objective	Est. Cost
East & West Park Avenue	1) Widen sidewalk to minimum of 5' along basketball & tennis courts	A	Provide ADA compliant path of travel	$78,000
E & W Park Avenue at Hall Avenue	2) Implement curb extensions on all corners with ADA compliant curb ramps	S	Reduce vehicle speeds and improve pedestrian visibility.	$93,000
	3) Install marked crosswalks on stop-controlled legs of east & west Park Ave with ADA compliant curb ramps	A	Provide ADA compliant intersections	$13,500
	4) Stripe diagonal parking to north of curb extension on west side of E Park Ave	S, W	Provide buffer from traffic for pedestrians adjacent to park	$225
E & W Park Avenue at Trolley Crossing	5) Implement ADA accessible path through the park between E & W Park Avenue	C	Complete an ADA path of travel	$58,500
W Park Avenue South of Trolley Tracks	6) Implement sidewalk along the west side of the park.	C	Complete an ADA path of travel from the RR tracks to the existing sidewalk south of Haile.	$97,500
TOTAL ESTIMATED COST				**$340,725**

[1] A = Access S = Safety C = Connectivity W = Walkability

Improvement Area SY-9:

E. Beyer Boulevard Walkability Improvements

Purpose & Need:

There is a high level of pedestrian activity along E. Beyer Boulevard due to an adjacent elementary school and the existing pedestrian bridge that connects E. Beyer Boulevard to areas west of the I-805 freeway. Pedestrian visibility can be improved by installing lighting and signage along Beyer Boulevard. ADA compliant curb ramps and an enhanced crosswalk are also proposed at the pedestrian bridge.

Access from E. Beyer Boulevard to pedestrian bridge crossing I-805

Recommended Improvements:

Improve visibility of pedestrians and school children through lighting, signage, and traffic calming.

School crosswalk on E. Beyer Elementary

Table SY-9: E. Beyer Boulevard Walkability Improvements

Location	Description	Goal (1)	Objective	Est. Cost
E. Beyer Boulevard at existing pedestrian bridge	1) Evaluate the feasibility of installing a raised enhanced crosswalk at the end of the existing pedestrian bridge with ADA compliant curb ramps	C	Connect east and west Beyer Boulevard and improve visibility of pedestrian at the bridge landing	$8,500
	2) Implement ADA compliant path from existing pedestrian bridge to E Beyer Blvd and proposed marked crosswalk	A	Provide ADA compliant access to pedestrian bridge	$45,000
Beyer Boulevard under RR Bridge	3) Install street lights under and around railroad bridge	S	Improve safety and pedestrian visibility under existing unlit bridge	$12,000
School Crossing on Beyer Boulevard	4) Replace existing marked crosswalk with a raised enhanced crosswalk.	S	Improve visibility of school children at existing school crossing.	$33,000
	5) Update advance crossing signage to meet current CA MUTCD standards	S	Improve safety of children at existing school crossing.	$350
TOTAL ESTIMATED COST				**$98,850**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area SY-10:

Old Otay Mesa Road Connectivity Improvements

Purpose & Need:

The community has raised concerns for the safety of high school students walking along Otay Mesa Road between San Ysidro High School and the community west of the school due to lack of an existing sidewalk. In order to improve walkability, safety, and connectivity, a sidewalk should be installed on one side of the road, as well as street lights and ADA compliant curb ramps at all intersections along Otay Mesa Road.

Children walking in street due to missing sidewalk

No pedestrian lighting or sidewalks along Otay Mesa Road

Recommended Improvements:

Improve walkability, safety, and connectivity from San Ysidro community to local high school.

Table SY-10: Otay Mesa Road Connectivity Improvements

Location	Description	Goal (1)	Objective	Est. Cost
Otay Mesa Road	1) Complete sidewalk on north side of street	W, C	Complete the pedestrian route between San Ysidro community and the local high school.	$900,000
	2) Install street lighting between Hawken Drive and San Ysidro High School	S	Improve pedestrian visibility along school route	$72,000
	3) Install ADA compliant curb ramps at all intersections along the corridor	A	Provide ADA compliant access	$6,000
TOTAL ESTIMATED COST				**$978,000**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area SY-11:

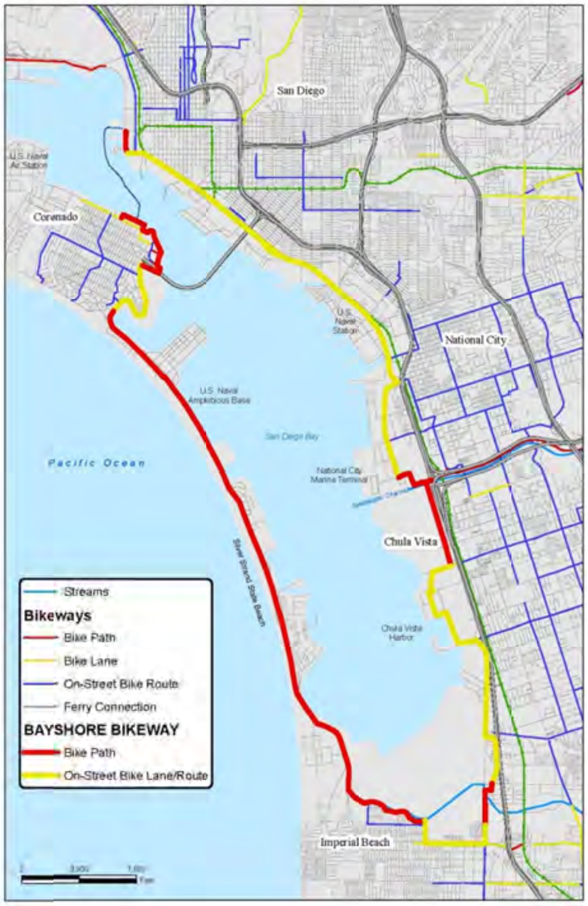
Future Multiuse Connection to Bayshore Bikeway

Purpose & Need:

The Bayshore Bikeway is a 24-mile facility around the San Diego Bay consisting of bike paths and on-street bike lanes/routes. Currently the bikeway is a self-enclosed loop which includes bike lanes and paths in Chula Vista along the west of the bay, a ferry connection to Coronado, and the Silver Stand Bike Path in Coronado along the west of the bay. This project would connect the Bayshore Bikeway to the San Ysidro community by providing a multi-use trail. Further study is needed to assess the feasibility of providing this connection, cost and connection points into the San Ysidro community.

Recommended Improvements:

Improve connectivity between facilities by providing a multi-use trail from the San Ysidro community to the Bayshore Bikeway.



Existing Bayshore Bikeway and Local Bicycle Facilities

Table SY-11: Future Multiuse Connection to Bayshore Bikeway

Location	Description	Goal (1)	Objective	Est. Cost
TBD	Evaluate potential routes for a multi-use path to connect to the Bayshore Bikeway	C	Provide a connection for pedestrian and bicyclists to neighboring facilities and communities	$350,000
TOTAL ESTIMATED COST				**$350,000**

(1) A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area SY-12:

San Ysidro Border Crossing Mobility Study

Purpose & Need:

The General Services Administration (GSA) has plans to upgrade and expand both pedestrian and vehicular border inspection facilities at the San Ysidro Port of Entry (POE), the busiest international border in the world, in order to accommodate higher volumes of pedestrians and vehicles. However, the existing transportation facilities already experience deficiencies and lack the capacity to handle this increase in volume. As a result, the San Ysidro POE Reconfiguration Mobility Study has presented goals to reconfigure the border area to improve mobility, circulation, and access as part of the expansion in order to mediate the potential increase in mobility conflicts.

Stakeholders indicated the desire to create a border that improves pedestrian and vehicular connections and mobility to, from, and within the community and that creates a gateway to the community to encourage economic development. An overarching goal between the community and stakeholders was to consolidate transportation facilities and services at the border into an Intermodal Transportation Center (ITC) that combines elements of the Grand Central Station and international gateway goals from the San Ysidro Community Plan.

"Reconfiguring the area into an ITC that provides sufficient physical facilities, efficient operations, and proximity to both the border and community for all modes of transportation serving the border was seen as a solution to resolving existing and future conflicts and deficiencies, and supporting community goals for an iconic gateway and economic catalyst."

Recommended Improvements:

Numerous pedestrian connections are recommended in the Mobility Study. Future projects within the study area should implement identified recommended improvements and provide improved accessibility near the border.

Table SY-12

Location	Description	Goal (1)	Objective
Border Station	Implement improvements identified in the San Ysidro Border Crossing Mobility Study and provide pedestrian connectivity to the future Intermodal Transportation Center	A, C	Create a vibrant and seamless connection from Mexico to the community of San Ysidro and provide improved pedestrian access to the community

(1) A = Access S = Safety
C = Connectivity W = Walkability